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THE FIRST GRAIN ELEVATOR ON THE CALUMET RIVER.

Along the banks of the Calumet River to-day, at South Chicago, Ill., there are located grain elevators whose aggregate capacity amounts to many million bushels. There was a time, not very long ago, when the tallest buildings which lined the edges of the river were the wooden dwellings of the inhabitants. This was when oat clipping was unknown and when the Chicago River was deemed the only suitable place for the erection of large grain elevators.

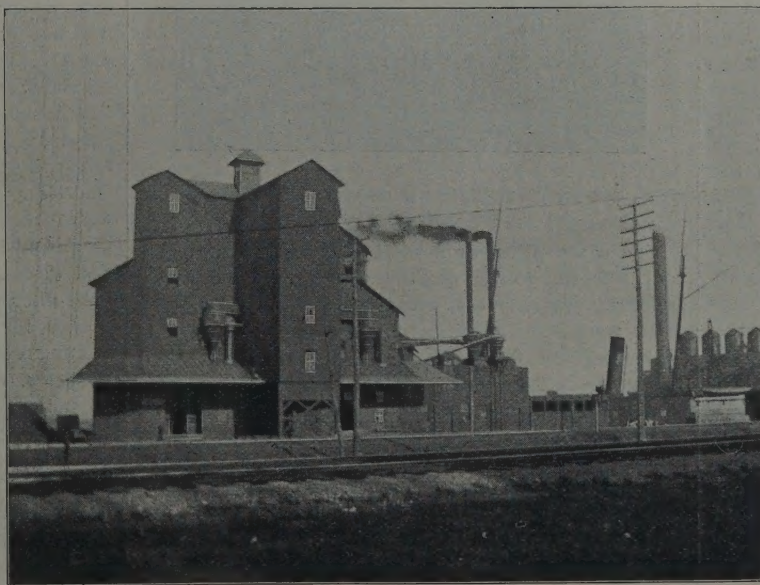
It was the Calumet Grain & Elevator Company which first investigated the banks of the Calumet River, as a possible site for the construction of a new elevator. It found the place desirable, and thirteen years ago the company built the present elevator "A," which has a capacity of 75,000 bushels. Six years ago it increased the capacity by the construction of elevator "B," with a capacity of 100,000 bushels. The elevators were remodeled last year by the Barnett & Record Co. and are now equipped throughout with all modern improvements.

The elevators are equipped with two large-size Eureka and two large Monitor oat clippers, with a combined capacity of 4,000 bushels per hour. The grain is delivered into the four clipping bins. The route of the clipped oats leads to the foot of a fifth elevator, located between the two elevators, "A" and "B." This elevator conveys the grain by belt conveyors, out to cars or vessels. This fifth elevator is something unique in elevator construction. The Calumet Company claim there is nothing like it to be found anywhere else, and it gives the two elevators greater capacity, in proportion to size, in transferring, clipping and loading, than any other elevator in the country.

The elevators are located on their own tracks and are in direct connection with the B. & O., Lake Shore, Fort Wayne, Belt Line, E., J. & E., and Rock Island railroads. Shipments are made on any line to the East either direct or by the Belt Line. South Chicago enjoys the same rail rate from all points in the West as Chicago, the different railroads delivering grain direct or by the E., J. & E. railroad.

The present channel of the Calumet River permits the largest-sized steel boats to enter. The government has dredged the river to a depth of 20 feet from the lake to 106th Street. There are no elevators located beyond this street, and boats that cannot get into the Chicago River are frequently seen loading in the Calumet.

The officers of the Calumet Grain & Elevator Co. are: M. H. Bennett, president; S. P. Buchanan, vice-president; E. M. Markwald, secretary and treasurer. Arthur Sawers is in charge of the re-



THE CALUMET GRAIN AND ELEVATOR CO.'S PLANT AT SOUTH CHICAGO, ILL.

ceiving business. We present in the accompanying cut an illustration of the old and the new elevator, and on the next page a likeness of Mr. Bennett the president of the company. The elevators are run continually, with all they can do, and the company contemplates increasing the capacity this season.

If country elevator men would clean the grain offered by farmers before weighing it and return the dirt, chaff and foreign matter to them they would be startled by the amount of stuff they are now paying grain prices for. Millers clean wheat and return the screenings to the farmers. A good receiving separator will pay for itself in a short time if the receipts are good. Few farmers will insist upon the buyer paying for the dirt in his wheat.

MEETING OF NEBRASKA GRAIN BUYERS.

As was announced in the last number of this journal the Nebraska Grain Buyers' Association met at Lincoln last month.

Aside from the general discussion relative to the future plans, nothing special was done except the election of a new president and secretary. A good deal of interest was taken in the result, the following being elected: For president, Geo. S. Hayes,

Hastings, Nebr. The offices of secretary and treasurer were consolidated, and W. H. Chambers of Omaha, Nebr., was elected to the office. The old officers not affected by the above were re-elected as follows: Vice-President, B. Critchfield, Elmwood, Nebr.; Governing Committee, P. S. Heacock, Falls City, Nebr., R. D. Lamson, Hastings, Nebr., M. E. Duff, Nebraska City, Nebr.

At the conclusion of the evening session of the 10th, all partook of a fine spread in the dining hall of the Lindell. The unanimous verdict of all was that they had been treated to a good time, and that the future looked bright for a good organization in the state. Another meeting will be held sometime in the summer previous to the movement of the new crop.

Several new features in association work were talked of. Among them, a monthly, or even tri-monthly crop report, to be gathered exclusively from among the mem-

bers by the Secretary, and the results given only to the members.

Also, the issue of a weekly or semi-monthly bulletin, furnishing to the members all available news to be gathered pertaining to the business in the state, and the affairs of the Association. If carried out it appears that the above will prove of the greatest value to the members, and the cost will be virtually nothing.

At the present time the outlook is bright.

W. H. CHAMBERS, Secretary-Treasurer.
Omaha, Nebr.

The Agricultural Experiment Station of Nebraska has issued Bulletin 53, which contains Article IV by T. L. Lyon entitled A Preliminary Report on Experiments with Forage Crops.

A PLAIN TALK TO GRAIN MERCHANTS.

[A paper read by E. R. Ulrich Jr., of Springfield, Illinois, at the spring meeting of the Illinois Grain Dealers' Association.]

We have come together in this, the Queen City of Commerce of the Garden State of Illinois, and the pride of the commercial world—Chicago—for mutual benefit, for mutual aid, for mutual comfort. We are here from all parts of our fair State, Illinois—probably the most fertile spot on this green footstool. We are here in order that we may mingle our weal, blend our woes and learn something which will be of lasting benefit to each and every one of us. We know that in the "multitude of counselors there is wisdom." Some of us, no doubt, have paid pretty dearly for our wisdom, and it may be possible that some of us may still find experience a pretty dear teacher. Grain men, as you all know, are great counselors, and, if six-hundred strong could be called a multitude, then we certainly should have a good deal of wisdom in our association here represented.

Right here is where we want to make use of a little of this article—the scoop-shoveler is abroad in the land—almost as plentiful as the much talked of Kansas grasshopper, and about as destructive to the dealers' crops—that is, the profits on the crops. You can't say that they toil not, neither do they spin, for they are continually spinning—yarns to the farmers about how the local elevator man has been robbing them for years and growing rich at their expense; how the country elevator owner belongs to that infernal combination known as the Illinois Grain Dealers' Association; or some other equally brigandish organization of grain dealers. As for toiling, they, the scoop-shovelers, toil night and day, riding the whole country over, for a half cent per bushel profit, which they think they are going to make out of the grain. Their profit is like the mirage of the desert—always just a little ways ahead.

We think we have a pretty thoroughly organized body of men constituting our association. We think the grain men in all other grain producing states are finding out from experience that they must be closely united for mutual good. The scoop-shovel man, that is, the man with his office in his hat and his hat over the spot where most men's brains are supposed to be, about semi-annually writes letters promiscuously to about all of the grain merchants he can find to whom the local elevator man has been selling. They make him a bid often without taking the trouble to look him up to see whether or not he has facilities at any point. The local elevator man, who has a good deal of money tied up, and whose elevator furnishes plenty of storage room when cars are scarce, has to take the matter up with the house which has been buying from the scoop-shoveler. They generally excuse themselves by saying that they had no means of finding out about him, and would look into it. In the meantime they keep on buying from the man with his office in his hat, and probably after six months or a year the matter is brought to the notice of the Grain Dealers' Association, as the elevator man does not seem to be able to make much headway.

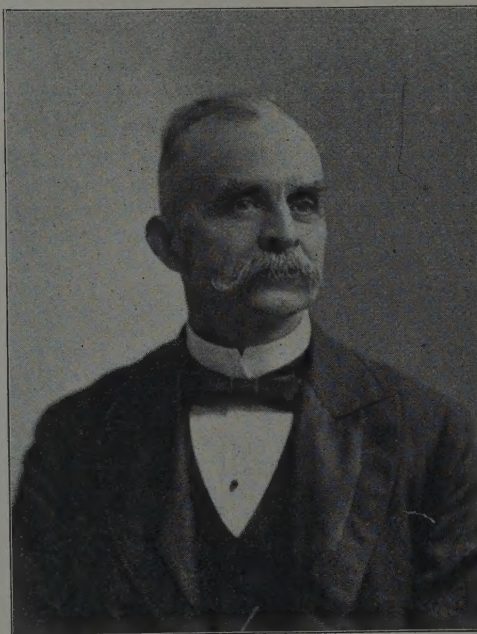
I am of the opinion that no firm of commission men, brokers or millers should run out into the country and bid on stuff unless he or they are thoroughly informed as to the standing of everyone to whom they make bids. At the first offense the party buying from the scoop-shoveler should be notified through our secretary of the matter; upon the second offense our secretary should put him on a list to be kept for that purpose, and the names of such dealers should be furnished to our members once every month, or every two months. The secretary should also furnish this list to the secretaries of all of the other state associations and of the national association, and they in turn also to furnish our secretary with similar lists to be included in our own lists, and to go to members only. This would check the scoop-shovel competition.

Suppose the commission house broker or miller goes around the regular trade and buys from every

Jack in the box that may spring up. Let him go ahead—he will soon want the trade of regular dealers. In nine cases out of ten the scoop-shovelers are not worth a dollar and are not responsible for their contracts. On an advancing market they often leave the commission man in the lurch. The roads break up, they can't fill contracts, and the commission house is put to an endless amount of trouble and losses.

I know of an instance which occurred in our territory but a few days ago. A farmer at one of our stations called up a prominent mill in Decatur, Ill., which was pandering to the scoop-shovel trade. The mill made the farmer a bid which the farmer accepted. The market went up about half a cent. The farmer came to our agent and sold the corn. The farmer was a renter and worth nothing. The mill is holding the bag, as the market is about 4 cents per bushel higher now than when the farmer sold to the miller.

When the roads break up the elevator man invariably has his buildings pretty well filled with grain, and as soon as cars can be procured is generally in shape to use them. The elevator man is generally in close touch with his customers, and almost always can buy the stuff from the farmer



M. H. BENNETT, PRESIDENT OF THE CALUMET GRAIN AND ELEVATOR CO.

at the same price, or a little less than the farmer will sell for to an outsider. The elevator man generally knows his customers, knows whether their rent is paid. The buyer of grain in Illinois is responsible to the landlord for the rent, even though he had no notice that the rent was not paid, and if he makes a contract he can watch and see that the grain he buys does not go some place else.

Taking all of these points into consideration, would not the most plausible conclusion be to handle grain only through the regular channels? The elevator owners in the country are making only a small commission at most, and we advise our members to deal with our own members as much as possible and always to give our members the preference—other things equal.

I venture the assertion that there is not one of my hearers who is engaged in the country elevator grain trade but what would willingly give all the profit he has made in the business for a series of ten or twenty years, if anyone would offer him in exchange one-half cent net profit per bushel for all the grain he has handled during that time over and above all expenses and interest on his investment at 6 per cent. per annum. With this statement in view how can the farming community expect any person or firm to do business on a less margin than that? The scoop-shoveler will try it, but invariably comes out at the little end of the horn, and after having covered himself with glory he will find he has done so to his own loss.

Another friend of the rural population in our section is one of the parties who now is known only in

history. He used to come from his comfortable quarters in the City by the Lake, get off at one of the rickety depots, meet some of his farmer correspondents, get an invitation to spend Sunday with them, and go out and partake of all the good things of their tables. All the while he was explaining to them how they were being bled by the local elevator man at their station, and how the only way to success was to consign their stuff to the one market on the face of the earth where they could get just inspections and weights and big returns. Of course it made no difference to the friend of the farmers whether that market was three cents out of line or only two cents out of line or less. After taking on a good supply of nutritives, the friend of the farmers would follow the host out into the barnyard and scratch the pigs on the back, tickle the gamboling colts under the chin, throw corncobs at the roosters and give the farmers a full account of the workings of the Illinois Grain Dealers' Association, giving a full explanation of the constitution and by-laws, and showing how it all worked to the disadvantage of the farmers. After all this, the elevator owner was given the go-by and every farmer blossomed out as a full-fledged grain shipper, never dreaming but what he was getting all there was in it, and Eureka! he had found that for which he had long been looking. A few cars shipped graded No. 2, and prices he realized were about one-half cent to one cent over what he could get at home. It spread like wildfire. Then shipments began to roll out from the station to this wonderful commission firm. But hold on—this farmer's grain begins to grade No. 3, that one's No. 4; one loses \$25, another \$50, another \$75, \$100, \$150 and \$200. The farmer concluded maybe he was barking up the wrong tree and tried consignments to seaport towns.

One of them came to me the other day and said: "You remember that corn I had loaded at D—?" "Yes," I replied. "Well, you remember you offered me 21½ cents. I had 7,000 bushels. I let Mr. So-and-So (mentioning the scoop-shoveler) ship it. He gave me a check, said he had drawn on the corn and it belonged to me. Well, I took the money and now he wants me to pay him back part of it. I will not do it. The corn only netted me about 19½ cents, I think." "But where did he ship it?" I inquired. "Oh, I don't know, I think to Baltimore. I have the papers all at home, and if you will figure them over for me to see how it came out, I will bring them in." This of course I told him I would do. Now this is only one instance of many of them, where the farmers have tried to do their own shipping, and at every station they have come to grief and discontinued shipping.

Another point to which I would like to make reference is this—some elevator men, not members of our association, sometimes, in their anxiety to do business, overstep the bounds of reason and buy at points where they have no facilities. Now in my opinion, this makes them irregular dealers in every sense of the word, and they should be treated as such. All bids made by commission houses, millers and brokers should contain the words, "these bids are only for grain coming through the regular channels, or at points where you have facilities, and are not good on any other stuff," and parties handling this irregular stuff should be listed the same as should others who buy of irregular firms. Another thing, let us be freer in the use of the press as a medium for educating the trade to what is right and what is not right in these matters.

In conclusion let me add, if any of you, through mistake and unintentionally, should come into possession of any of this scoop-shovel grain, and the local elevator man at the station should get "hot under the collar" about it, please look into the matter carefully and discontinue such work until you are satisfied you are right. If a man steps up to you, and, without any warning, gives you a chuck in the pit of the stomach and takes all the wind out of you, don't you think it very likely you would get mad? Oh! but he says, "No use getting mad, I just made a mistake." Bosh!! There is so earthly sense in making any such mistakes. Look before you leap. Keep on friendly terms with the trade

and you will find it much better for all. And as we all disperse, after our pleasant hours here together, to our work amongst the bursting cribs of grain, may we do so with malice toward none and good will to all.

THE LA ROSE GRAIN CO.'S ELEVATOR AT LA ROSE, ILL.

La Rose, Marshall County, Illinois, is a thriving village of 300 persons, on the Dwight branch of the Chicago & Alton Railway. The Santa Fe Railroad also runs through the town. One of the prosperous concerns of the town is the La Rose Grain Co., of which F. N. Rood is local manager and J. A. Simpson is general manager. In addition to a general grain business the company handles lumber, coal, lime, cement, hay, brick, etc.

The company operates elevators on the C. & A. and the Santa Fe at La Rose and at Wilburn, Ill. It has 100,000 bushel elevator on the C. & A. at La Rose, which is illustrated herewith. It is 150 feet long and 40 feet wide. Its elevator legs are equipped with 9x12 Avery Cups and have an elevating capacity of 2,000 bushels per hour. It is well equipped with grain cleaning machinery. Power is furnished by a 10-horse power Fairbanks-Morse Gas Engine. The plant, including office and scales, cost about \$8,000.

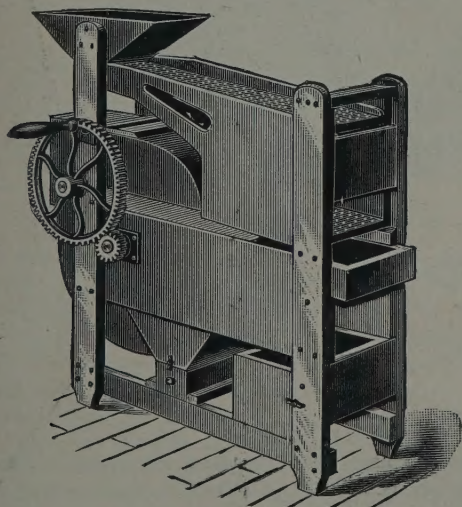
The elevator on the Santa Fe at La Rose has a storage capacity of 15,000 bushels, and an elevating capacity of 1,000 bushels per hour. Two men are employed the year around to attend to the elevators and look after outside work.

The company is a prosperous one, doing business on an absolutely safe plan. Grain is shipped to Chicago, Cairo, Buffalo, Cleveland, New York, and other eastern and southern markets. The company is a member of the Illinois Grain Dealers' Association.

Mr. Simpson is the senior member of the firm and has been in the business for fifteen years. He attributes his marked success to his strict business integrity. The local manager, F. N. Rood, is 30 years old, a college graduate, and has managed the company's business with credit to himself and the company.

THE GRAHAM GRAIN TEST SEPARATOR.

The grain dealers' ever decreasing margin of profit is forcing them to handle grain more carefully, and



THE GRAHAM GRAIN TEST SEPARATOR.

to give closer attention to the details of their business. The country shippers especially are giving more study to economical methods of conducting a grain business, and in many new districts they are now refusing to pay grain prices for all the farmer presents for sale. Like the millers, they are docking the grain for the dirt and foreign matter contained and paying only for the grain received. The farmers recognize the justice of this method, and enter no protest; they, like the country buyer, are often amazed by the large amount of dirt removed from the grain.

Where the percentage of dirt contained and the

amount of dockage is guessed at disputes often arise which bring about business ruptures that are never healed. A special machine has been designed to enable the buyer to determine accurately the amount of foreign matter contained, so the correct dockage can be learned and no injustice done the buyer or seller. It is called the Graham Grain Test Separator. It is a small, yet complete separator which makes perfect separations. It weighs but 75 pounds, and is sold at a very reasonable price. Although it is operated by hand, it will clean a peck of wheat in three minutes. The sand, small cockle seeds and light grains are deposited in one removable drawer and the oats in another. The clean wheat is discharged from a spout at the side into a peck measure, pail or other suitable receptacle. Sticks, straws, weeds, etc., are tailed over upon the floor, and a suction fan removes the dust, chaff and other light stuff. By weighing a peck of wheat before and after cleaning the exact percentage of foreign matter can be determined.

It is small, and can be used in the office or elevator, as it does not require much power. Those who have used it have found it a valuable adjunct to their equipment. Any additional information desired may be obtained by addressing the Dubuque Turbine & Roller Mill Co., Dubuque, Iowa.

PUBLIC ELEVATOR MEN AS GRAIN DEALERS.

[From an address delivered by S. H. Greeley of Chicago, at the spring meeting of the Illinois Grain Dealer's Association.]

The original intention of a public warehouse was for the purpose of storing grain for the public, and transferring it from the Western transportation companies to the Eastern, for a stipulated charge. It was intended that all should pay the same rates of storage—the public elevator was public in its nature—and handlers of grain through such houses were on an equal footing. Special privileges were unknown. About 1885 certain grain dealers assumed the positions of public warehousemen, and instead of acting as public custodians of the public's property they themselves became dealers in grain which was never guaranteed them either by custom or by their privileges from the state from which they received their licenses.

What advantage has the public warehouseman over the public who desire to patronize his elevator? The public pays $\frac{3}{4}$ of a cent for the first 10 days' storage, and $\frac{1}{4}$ of a cent per bushel for every following 10 days that the grain is held in storage. The public warehouseman pays storage to himself, or, in other words, pays nothing, plus the cost of operating his elevator. This, in itself, is a safe guarantee that he can go through the West and compete for business successfully against all other Chicago dealers.

The public warehouseman is in position, being himself a dealer in grain, to sort out the better qualities of each grade, using them for his own customers, and furnish shippers with the inferior samples of the same grades, thus making it impossible for a shipper to enter the Chicago market and compete for grain in public warehouses.

For years past most of the public warehousemen in Chicago have had private cleaning houses in connection with their public houses, thus affording them excellent opportunities to manufacture "doctored" grades of wheat, which have been sold in profusion to the speculative public, and which have acted as a depression on prices to a fearful extent. These manufactured and manipulated grades of wheat have been the means of driving the support from the market of buyers who will not enter the field because they know of the possibilities of getting inferior goods.

But one of the greatest and most far-reaching evils which stand as an argument against permitting public warehousemen to deal in grain is the result of their system of storing immense volumes of grain at the market center, selling the same ahead, from month to month, for future delivery, and exacting enormous storage charges from the public. These

immense volumes of grain are a serious menace to values—forcing buyers to liquidate their holdings, and placing the odds so much against the buyer, that to maintain a high range of prices is almost an impossibility. Public warehousemen in a sense become as pawnbrokers, simply holding in their houses these millions of bushels of stocks, on which the public pays exorbitant tribute. There is so much dead weight attached to this unnatural carrying of grain by public warehousemen that the trade is flooded, and low prices constantly predominate. They offer two particular reasons why they have a right to deal in grain, one especially to the effect that competition is attracting grain to other points.



THE LA ROSE GRAIN CO.'S ELEVATOR AT LA ROSE, ILL.

Judge Tuley, of the Circuit Court, in his famous decision declaring Class A warehousemen have no right to deal in grain, said:

It is, however, contended that the warehouseman gets the grain because he pays more for it than other bidders; that the constitution of the state requires the law passed in pursuance thereof to be construed "in the interests of the producer," therefore it is to the interest of the producer that the warehouse be allowed to enter into the grain business. No monopoly in grain dealing can operate in the long run to the interest of the producer. There is no truer maxim in economics than that "competition is the life of trade." The warehouseman may be able to pay more than outside shippers or buyers until he has driven them out of the market; when he has succeeded in so doing (and the evidence shows that that time has nearly arrived) and he has practically no competition, then the producer must suffer. The law should not be so construed as to give the warehouseman the right to use his privilege, his public business as a warehouseman, to crush out competition against himself as a dealer in grain.

So to construe the law, it appears to the court, would be to construe it in the interests of the warehouseman, and not as intended by the constitution, in the interests of the "producer and shipper."

It is also contended that every man has a right to trade in grain. This may be true as to every private individual, but if he is exercising a kind of public employment and is licensed to carry on a business impressed with a public use, with certain duties and privileges by reason of such license, the question is, "Is it, or not, against public policy that he be permitted to use such public employment, such public business and such privileges to aid him in carrying on in competition with the public another and different business, and in such a way as to create in himself a 'virtual monopoly' of such latter business?" It appears to the court that there can be but one answer to the question and that in the affirmative.

They also extend as a reason that they pay more for grain when they get it in their possession. And they also assert that every man has a right to trade in grain. Judge Tuley, in the same decision, held:

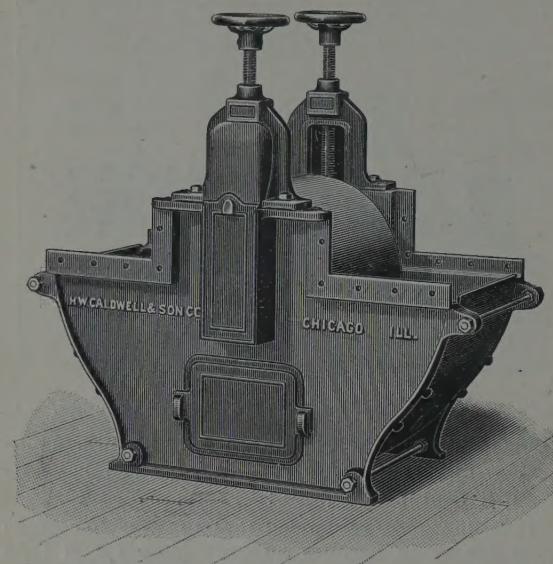
Being public institutions in the nature of public agencies, whether carried on by an incorporated company or an individual, they cannot exceed the legitimate scope of the authority conferred by their license and the act of 1871, nor go beyond the purposes for which they were created.

The defendant is created and licensed to carry on the specific business of a public warehouse and to use its property for that purpose, no limit being placed upon the amount of the capital that may be employed. Although the license contains no express prohibition against the dealing in grain, yet the license, like the charter of a corporation, may be regarded as a contract between the licensee and the public in which there is an implied contract that the warehouseman will engage in no other business than that for which he is licensed. Being a public warehouseman with the privileges belonging thereto, it would also appear to be against public policy

that he should use his capital, his public warehouse, for the purpose of trading in grain.

Being licensed for one purpose, created by the constitution and the law for one specific business, is it not opposed to public policy that this defendant should carry on in competition with the general public another and different business, and a business in which its interests must necessarily be brought into conflict with its duties in exercising this "sort of public office?"

They also hold that custom for all time warrants it, which is absolutely absurd, and is known to be so by all members of the trade, who have been dealing in grain for the past 30 years. In 1871 but two per cent. of the certificates for receipts for grain in public warehouses was issued to public warehousemen, but in 1892 75 per cent. at least was



NEW DESIGN ELEVATOR BOOT.

handled by them, and it is estimated by those well posted in the trade that if the truth were known at least 90 per cent. of the grain now passing through the public warehouses, is sooner or later owned by the public warehouseman.

Inasmuch as the main object of the public warehouseman is to force a tribute from some supporter of values in the way of storage charges, it is very important to him to keep his elevator full of grain. It is evident that the lower he can make prices, the more money he makes, because the lower the value of grain, the less the insurance and interest to carry it, pending the delivery. The storage charge always remains the same amount per bushel, not depreciating in proportion to the value. The sooner farmers and grain merchants, as well as country storekeepers and dealers generally, understand the fearfully depressing effects of this public warehouse system, just so soon will they learn of the most important and terrible enemy of prosperity to this country to-day.

It should be the aim of every agriculturalist to inform himself as to the details of the warehouse system, and he should be studiously suspicious of the arguments advanced by these warehousemen. They say that they pay more for grain than anybody else. It is true that they will often give up a fraction of a cent more than their competitors to kill competition and gain possession of the property; but when they get it, as is generally the case, they break the price several cents per bushel before they get through, and where they might benefit the farmer or a grain dealer a few dollars, they take away several hundreds on the entire crop.

Another very important feature in the discussion of this problem rests in the fact that bucket shops would be largely driven from the country if public warehousemen were not dealers in grain; for it would be evident that no such immense stocks would be carried at the market centers if the public warehousemen were not such dealers. The less the stocks of grain in store, the more hazardous would be the chances of the short seller, and, generally speaking, a bucket shop is nothing more or less than a short seller. If circumstances could be brought about to make it dangerous for him to operate, it would not be long before the millions of bushels daily bought in bucket shops would be

purchased on the market, and thus be a great help to values.

Thus it will be seen that dealing in grain by public warehousemen in Chicago produces the following results:

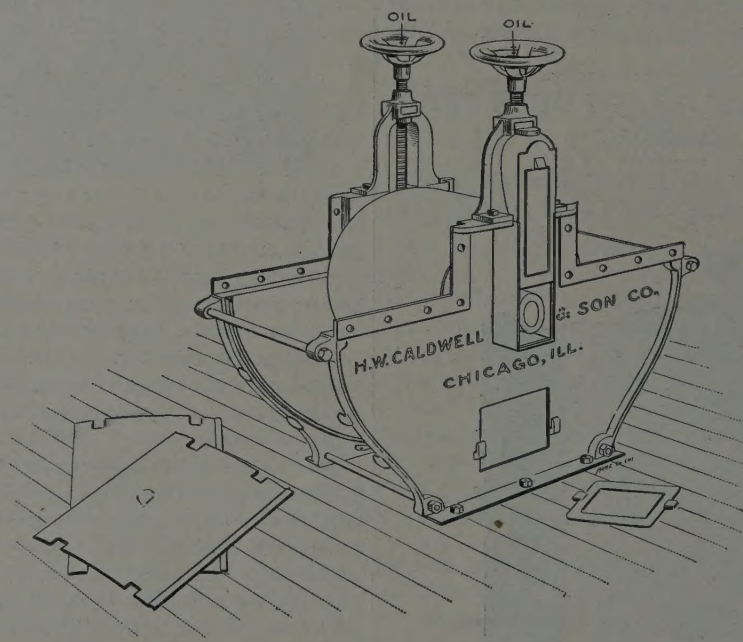
Their methods aim to lower prices; they live on the misfortunes of the producers; their system is based on the fact that the lower they can get values, the more money they can make; their system drives away buyers who come in to support the prices; by their operations bucket shops thrive. The gigantic system of bucket shops throughout the country, next to the warehouse system, is the worst enemy to prices known.

When, as at the present time, a powerful element enters the markets, such as the Leiter deal, to give support to wheat, it takes no special study to ascertain who is Leiter's worst enemy—a public warehouseman. Using money by the millions to reduce prices. Only an illustration of the argument above referred to that their success rests in the reduction of values.

The favorable solution of this present unsatisfactory state of affairs rests in the education of the people, especially country elevator proprietors, farmers, and all dealers in merchandise who supply the trade, which indirectly affects everybody throughout the land and becomes a question of national importance.

Judge Tuley's able decision in the courts touches upon the immensity of this monopoly. It is no effort whatever to show that these public warehousemen are fast driving their competitors out of business. If their operations continue to increase for five years more, in the same proportion as they have in the past five years, dealers at country stations and farmers will be dependent upon the prices that the warehouseman sets upon their goods, and it may be safely assumed that there will be little philanthropy accorded to the farmers.

When Mr. W. T. Baker endeavored to take No. 2 spring wheat out of the contract grade at a recent date, making that grade non-deliverable on future contracts, under the rules of the Board of Trade.



NEW DESIGN ELEVATOR BOOT WITH PLATES REMOVED.

it was the public warehouseman who fought that policy to the bitter end, endeavoring to perpetuate his right to manufacture millions of bushels of "doctored" spring wheat as a means to bleed the country.

Much antagonism is shown at times by the farmers against the Board of Trade. Speculation is the farmer's best friend, because when prices get so low that they appear too low, a speculator steps in and insists that the decline shall go no further; the enemy is not in the Board of Trade itself, but in the influences which operate in the public warehouse system carried on by individual members of the Board of Trade. The distinction should be carefully drawn, and studied, and all agriculturalists so well informed that they may appreciate the difference.

NEW DESIGN ELEVATOR BOOT.

There is probably no article of machinery about mills, grain elevators and others plants of similar character which receives as little attention as the boot at the foot of bucket elevator legs. The boot is generally placed under the floor or below the ground level to facilitate spouting into the elevator. The accidents which occur to bucket elevators are unpleasantly familiar to practical men. Such articles as coupling pins, chains, and iron in other shapes find their way, in spite of care, into the elevator leg or boot—the buckets are torn from the belt and generally find their way into the boot, or the elevator chokes up and cannot be started again until the grain accumulated in the boot is cleaned out. The difficulties of cleaning out an elevator boot need not be enlarged upon to anyone who has once passed through this trial of patience.

The advantage of an elevator boot so designed that in the event of choke-up the whole interior can be exposed to view and the grain, etc., easily removed, will be at once apparent. The accompanying illustrations show an elevator boot recently designed by H. W. Caldwell & Son Company, for the purpose of overcoming the difficulties mentioned. It will be clearly seen from the outline drawing that the cast-iron bottom pieces, forming the curved bottom of the boot, can be entirely removed without taking the whole frame of the boot apart. Heretofore this has been attempted by means of cap screws fastening the bottom pieces to the frame. The objection to this plan is that the threads of the screws are apt to become burred, or unless the frame of the boot occupies exactly the same position as when the bottoms were first put on, the bolt holes will not match, and the bottoms cannot again be put on without redrilling the holes.

It will be seen from the accompanying illustrations that the cast-iron bottoms have along their edges gaps or spaces cut out, of sufficient size to pass easily over retaining lugs cast in the frame of the boot. If it is desired to remove any or all of the cast-iron bottoms, the cast-iron piece is lifted a

short distance until the gaps are opposite the lugs, and the section of the bottom is easily removed. To replace the section, the gaps pass by the lugs, and the bottom being dropped in place, is firmly retained by the lugs shown. In addition to the removable bottom pieces, hand holes are provided in the side to further assist in cleaning out the boot. Further points of excellence in the design illustrated are the hollow take-up rods for supplying oil, and the complete method of covering over the bearings so that the boot is practically dust proof. This design of boot is manufactured exclusively by H. W. Caldwell & Son Company, Chicago, Ill.

The country grain dealer who buys grain from strangers, should be careful lest he buy grain upon which a landlord holds a lien.

HON. F. D. COBURN.

The agricultural products of Kansas have not been the prime factors in attracting settlers to its fertile prairies, but the conservative and thorough advertising given the state's agricultural capabilities by its earnest and honest Secretary of the Board of Agriculture—F. D. Coburn. His reports have not been filled with extravagant statements; they contain plain records of facts. The reports issued from his office always bear the marks of intelligent direction and an honest purpose to give out only the truth.

Editors have taken kindly to Mr. Coburn's reports, and voluntarily given him great assistance in advertising the state and its products; they have found Mr. Coburn always courteous and anxious to do everything in his power to assist them in obtaining information regarding the state's products; they have found his reports reliable and so conveniently arranged that it has been easy for them to get at the information desired. Mr. Co-

from Illinois, as an enlisted man, been a farmer, split rails, and edited newspapers—the Kansas City Live Stock Indicator especially—for six years. He became Secretary of the Kansas State Board of Agriculture in 1881, the first time. He was a farmer and stockraiser in Franklin County, Kansas, beginning there as a farm hand, upon his discharge from the army, while yet a boy of twenty. He was for three years president of the Board of Regents of the State Agricultural College, and has four times been elected Secretary of the State Board of Agriculture—on the last two occasions by acclamation. Last winter when President McKinley was looking about for a man for Secretary of Agriculture, the friends of Mr. Coburn enthusiastically urged his name for the position.

MEETING OF GRAIN DEALERS OF IOWA AND MISSOURI.

The annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri

Randolph, Iowa; Ed. F. Rose, Coin, Iowa; J. L. Gwynn, Imogene, Iowa; G. H. Currier, Prescott, Iowa, and J. R. Harris, Northboro, Iowa.

H. C. Miller of Omaha made a very eloquent talk from a broker's standpoint, and spoke in glowing terms of the Iowa and Missouri Union.

W. H. Chambers of Omaha gave a brief account of the disposition of the elevator rental.

Speeches were made by several other parties which were very interesting and instructive. Applications for membership from fifteen dealers were read and accepted. It was voted to request track buyers to make their bids by cipher, and the secretary was instructed to adopt the word to be used.

On motion it was decided to hold the next general meeting in Council Bluffs, Iowa. The meeting then adjourned.

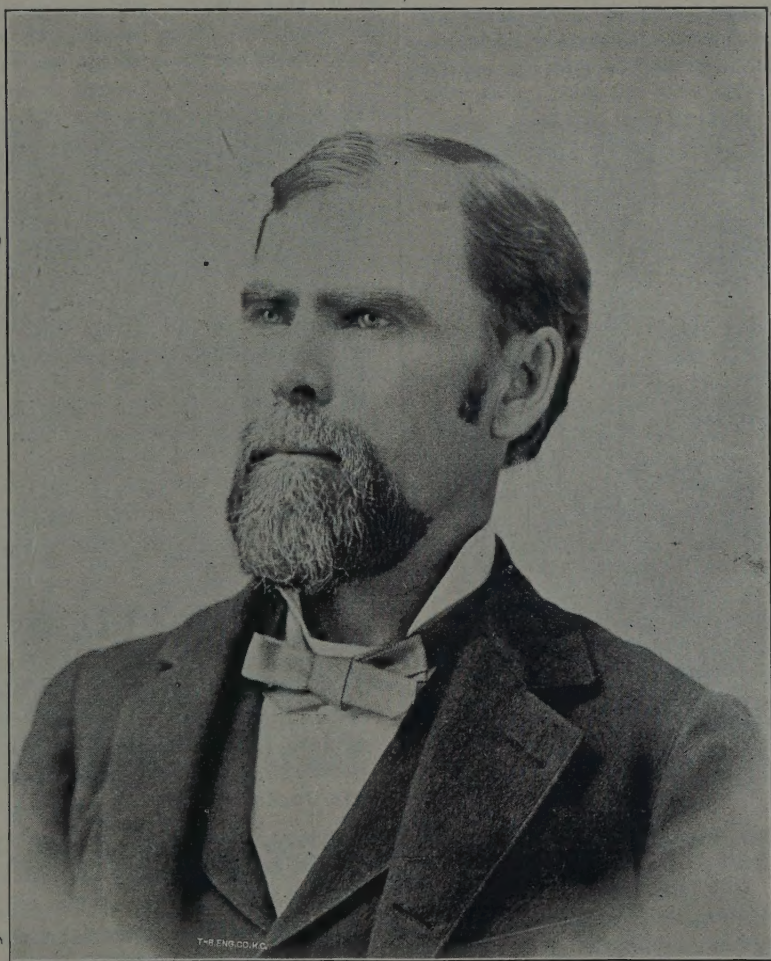
G. A. STIBBENS, Secretary.

Among those present at the meeting: D. Hunter, Hamburg, Iowa; Ed. F. Rose, Coin, Iowa; J. B. Samuels, Riverton, Iowa; J. R. Graham, Hastings, Iowa; Mr. Kayton, Strahan, Iowa; Mr. Roberts, New Market, Iowa; J. Auracher, Shenandoah, Iowa; F. M. Campbell, Randolph, Iowa; Mr. Mains, Silver City, Iowa; H. F. Ketchum, Hanson, Gregg, L. B. Brinson and Harry Hunter, St. Louis, Mo.; W. O. Bayles, Mt. Pleasant, Iowa; S. Wright, Braddyville, Iowa; Mr. Bailey, Langdon, Mo.; G. R. Jones, Phelps City, Mo.; J. T. Johnson, Rock Port, Mo.; Chas. F. Davis, Pacific Junction, Iowa; Christian Bros., Rock Port, Mo.; I. W. Shambaugh, Clarinda, Iowa; G. H. Currier, Prescott, Iowa; F. C. Hollinger, Omaha, Nebr.; C. M. Boynton, Creston, Iowa; J. L. Gwynn, Imogene, Iowa; G. M. Gwynn, Essex, Iowa; Wm. McMahon, Shenandoah, Iowa; T. J. Gwynn, Norwich, Iowa; Mr. Beach, Norwich, Iowa; John Gwynn, Yorktown, Iowa; G. A. Pierson, Orient, Iowa; W. Dougherty, Hawthorne, Iowa; F. J. Taylor, Creston, Iowa; F. McBride, Hamburg, Iowa; H. C. Miller, W. H. Chambers and L. R. Cottrell, Omaha, Nebr.; C. H. Harris, Bartlett, Nebr.; G. A. Stibbens, Coburg, Iowa.

SHELLING CORN WITHOUT PROFIT.

In some localities the trade in power corn shellers is reported to be seriously affected by the extremely low prices for shelling that prevail, says the Farm Implement News. Responsible persons show no disposition to invest in new shellers, knowing that they cannot compete with the low rates demanded and earn anything above expenses, and dealers are loth to sell to anyone not strictly first-class from a financial standpoint, for the same reason. Several attempts have been made to organize sheller operators for the purpose of maintaining a profitable rate, but with little or no success. Certain operators who own machines free of debt are inclined to go it alone, and do the work for the lowest rates. Men who have had long experience in this line of work declare that nothing less than one cent a bushel will enable the operator to clear a respectable profit, yet there are jobs being done in certain localities for one-half that amount. The price of corn, as low as it has been, does not warrant a shelling rate so low as that. If the corn is worth shelling at all, the owner of the sheller should realize a reasonable amount for his time and investment. The strangest part of the matter is that complaints are more numerous this spring than last, while corn is bringing the farmer a much better price. This is not consistent. Evidently the farmers are using every effort to keep shelling rates down to a starvation figure. Station shelling pays better; even the big grain men in Chicago who operate elevators in the country towns are paying a cent a bushel, and in some cases 1¼ cents for shelling and loading.

Who makes the price of cash corn in the Chicago market? Who tells the few receivers each day what will be paid for corn the day following? Why are the receivers' bids so near the same figure each day? All would not guess alike on the next day's markets. Are the public elevator men determined to govern the entire grain trade? When the few remaining receivers are driven out of the Chicago market, what country shipper will be satisfied with the price offered by the operator of the public elevator on his road?



HON. F. D. COBURN, SECRETARY OF THE KANSAS STATE BOARD OF AGRICULTURE.

burn's newspaper experience gave him an insight into how he, as Secretary of the Kansas State Board of Agriculture, could serve the press of the country and at the same time have the press serve him, and he has carried out his work with persistence, tact and good judgment that have resulted in invaluable benefit to Kansas.

The state owes much to Secretary Coburn, and the people seem to appreciate it. The popular demand from all sides is that he shall accept the governorship and serve the state in a position where he will have greater opportunities to advance its interests. He is not seeking the nomination, but doubtless will accept if sufficient pressure is brought to bear.

Mr. Coburn was born in Jefferson County Wisconsin in May, 1846. His paternal ancestors were of the straight New England Yankee stock, yet his maternal ancestors belonged to the pioneer stock that hewed down the forests, drove back the Indians and made the land smile between the frowns of the Rockies and Alleghenies. He has followed the pursuits of a great many strong men of his generation; taught a country school, borne arms in defense of his country in two Union regiments

was held at the Hotel Grand, Council Bluffs, Iowa, March 17. The meeting was called to order by President D. Hunter. The afternoon session was devoted to speechmaking, and the following gentlemen entertained the convention: W. C. Cockrell, Omaha, Nebr.; C. M. Boynton, Creston, Iowa; Harry Hunter, St. Louis, Mo.; H. F. Ketchum, St. Louis, Mo.; Hanson Gregg, St. Louis, Mo.; W. C. Bayles, Mt. Pleasant, Iowa; W. H. Chambers, Omaha, Nebr.; G. M. Gwynn, Essex, Iowa; H. L. Brinson, St. Louis, Mo.; Mr. Bailey, Langdon, Mo., and G. R. Jones, Phelps City, Mo. On motion the meeting adjourned to meet at 7 o'clock, p. m.

The evening session convened promptly at 7 o'clock and was called to order by the President. The Secretary's financial report was read and approved. D. Hunter gave a detailed report of his work while traveling in the interest of the Union, which was unanimously approved.

The following officers were elected for the ensuing year: President, D. Hunter, Hamburg, Iowa; vice-president, E. H. Vanschioack, Elliott, Iowa; secretary, G. A. Stibbens, Coburg, Iowa; treasurer, J. B. Samuels, Riverton, Iowa. Members of Governing Committee: F. M. Campbell,

SPRING MEETING OF ILLINOIS GRAIN DEALERS.

Pursuant to call published in the last number of this journal the spring meeting of the Illinois Grain Dealers' Association was called to order in Hotel Morrison, March 17, at 2:45 p. m., by President S. S. Tanner of Minier, who introduced Geo. F. Stone, Secretary of the Chicago Board of Trade.

Secretary Stone said: "I regret that Mr. Carter cannot be present to extend to you the words of welcome, but he has so many important duties that he could not be present. It is a very great pleasure to me to extend to you in behalf of the Board of Trade of the city of Chicago a hearty welcome." Mr. Stone praised the state of Illinois and its citizens in an enthusiastic address and hoped the Association would have a successful meeting.

President Tanner spoke briefly regarding the Association: "I did not come to Chicago to tell the grain dealers how to run their business, for I do not know how to run my own. We want to get nearer to the farmer and to show him what we are trying to do and how he will profit by the success of our work. They now mistrust the grain dealers and call this Association a trust. The trouble is that they do not understand us. When they are educated to the true condition of the trade and the object of the Association they will be with us; not against us. In behalf of the Illinois Grain Dealers' Association I wish to accept the generous hospitality tendered us by Secretary Stone, and to thank the Board of Trade for the courtesies shown."

The reading of the minutes of the preceding meeting was dispensed with.

Mr. Tanner extended an invitation to the Chicago dealers to join and suggested that all try to pull together for the general good of the trade.

The report of the Association's traveling representative, C. R. Hambleton, showed that new dealers were joining and that many of the old jealousies were being dispelled.

President Tanner: If any dealer has any complaint to enter against any member or receiving house, he should report same to the Secretary at once. The Arbitration Committee is at hand and ready to hear you. It will make a sincere effort to bring about a satisfactory settlement of all difficulties.

President Tanner then introduced Thos. Costello of Maroa, who read a paper on "Elevator and Storage Facilities Essential at All Country Grain Markets; Why Railroad Companies Should Protect Elevator Men," which is published elsewhere in this number.

T. P. Baxter of Taylorville read the following resolution, which was adopted:

Whereas, The Grain Dealers' National Association is striving to induce the principal grain-carrying railroad companies to adopt a rule to the effect that cars shall always be given first to those who have grain at station, and that no cars shall be given to those who load direct to cars from wagons until the wants of the elevator men at that station have been supplied; therefore be it

Resolved, That we do hereby indorse such a rule and recommend its favorable consideration to traffic managers, general freight agents and state railroad commissioners.

S. H. Greeley of Nash, Wright Co., Chicago, made a stirring address on "Public Elevator Men as Grain Dealers." Mr. Greeley spoke without notes and was frequently applauded as he scored point after point against the iniquitous practice of dealing in grain by public elevator men. His convincing arguments were presented in rapid order and with an earnestness that deeply impressed everyone. It was a strong plea for the salvation of the business of legitimate grain dealers and a vigorous protest against assisting public elevator men, by means of state laws, to monopolize the grain trade. In the course of his address, Mr. Greeley did not hesitate to call attention to the unscrupulous methods of the public elevator men and their violation of rules, contracts and state laws, both civil and criminal. He showed that their greed would not permit them to hesitate to do anything to advance their own interests. Mr. Greeley spoke very rapidly and at great length, but we have succeeded in ob-

taining portions of his speech, which are published elsewhere in this number.

Secretary Tyler read the following resolution and moved its adoption:

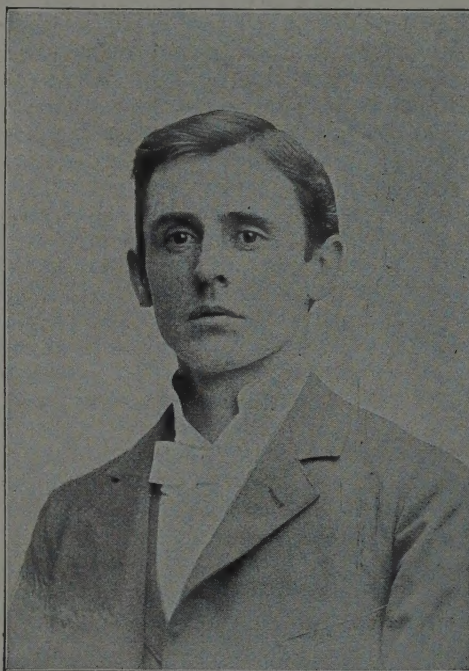
Whereas, The Interstate Commerce Law has failed to secure the equal and steady rates which was the prime purpose of its enactment; and

Whereas, Carriers are now discriminating in favor of shippers and localities and changing rates rapidly much to the detriment of the business interests of the majority of grain shippers;

Resolved, That we, the Illinois Grain Dealers' Association in convention assembled, hereby petition the representatives of Illinois in Congress to secure the amendment of the Interstate Commerce Law, or the enactment of a new law which will prevent any inequitable discrimination between persons and between places by carriers, and which will prevent the changing of rates without thirty days' notice to the public.

Resolved, That a copy of this resolution be sent to each representative by the Secretary.

Chas. Voris of Windsor opposed immediate action and in a forcible speech recommended that action be deferred until Friday. Mr. Leiter and the other bulls in the Chicago wheat pit at Chicago have in the last eight months done more to enrich this country than all the Klondike argonauts will in the next twelve months. They have done more to strengthen the President than both houses and the cabinet.



PRESIDENT S. S. TANNER, MINIER, ILL.

I move that further consideration be postponed until to-morrow.

The paper of J. A. Demuth of Oberlin, O., on "Errors in Elevator Accounts," was read. It is published elsewhere in this number.

President Tanner announced that a smoker would be held in the committee rooms in the evening, and the convention then adjourned to 9 a. m. Friday.

THURSDAY EVENING.

An experience meeting was held on Thursday evening, Charles Voris of Windsor presiding.

E. J. Edmonds of Marcus, Iowa, president of the Grain Shippers' Association of Northwest Iowa, was called upon to explain the suits brought by the members of his Association against the railroads. Mr. Edmonds spoke at length and enlisted the sympathy of everyone present on the side of the grain dealers, who have waged such a persistent fight for equitable rates.

The Interstate Commerce Law was discussed, incidents of its violation were related and the opinion expressed that it should be strengthened.

Experiences in buying grain against which landlords held liens for rent were also recited.

Those present seem to enjoy the meeting and departed reluctantly.

FRIDAY MORNING.

President Tanner called the meeting to order at 10 a. m., and introduced the veteran grain dealer, H. C. Mowrey of Forsyth, who preceded his paper with an interesting review of the work of the Asso-

ciation. His paper is published in full elsewhere in this number.

The lost secretary made his appearance. Mr. Mowrey immediately called for an account of his wanderings, but his request was greeted by a blank expression from the secretary.

Col. Jonathan Merriam, a prominent farmer of Tazewell county, was called upon to address the Association. He said: I do not know much about the objects and the purposes of your Association, but I feel that it must be apparent to all who know of the vast interests you represent that you have many interests in common. I acknowledge with some regret that I was a member of the last Legislature, before which came the infamous bill known as the warehouse bill. As a farmer and a grain raiser, I vigorously opposed the measure, because it is against the interests of the people. It is placing the grain business in the hands of a few. I would like to see Mr. Leiter unload his wheat at not less than \$1.25. It will serve as a lesson to the warehousemen who insist upon accumulating large stocks of grain at centers to depress prices and earn storage charges. I do not know that you take any interest in politics, but I think that you will advance the interests of your business and the people of the state by making sure to send good men to the state Legislature. Do not be constrained by party lines to support men who will sacrifice your interests. Support honest men, who will honestly represent you. Send men who will bring about the repeal of the warehouse bill and other laws that are against the interests of the grain dealers and the farmers. I am convinced that you are friends of the farmers, for you are naturally bulls and favor higher prices.

E. R. Ulrich Jr. of Springfield read a paper on Scoop-Shovel Men and Grain Merchants who Prefer their Trade, which is published elsewhere in this number.

B. S. Tyler of Decatur said: Many of our difficulties may be overcome or minimized by educating the farmers as well as the members of the trade. We need more literature, more printed matter. At every one of my scales I have the following sign posted up over my scale where every farmer can see it:

NOTICE!

We Sell Grain Promptly When Purchased.

It being both BOUGHT and SOLD, the decline or advance of the Market during the life of the Contract does not affect us.

Quantity, Quality, Price, Place and Time of Delivery of Grain are Essential to Complete any Contract.

IT IS THEREFORE EXPRESSLY UNDERSTOOD, in all CONTRACTS WITH US, that if Grain is Not Delivered WITHIN TIME SPECIFIED, it is Our Option to EXTEND TIME or CANCEL THE PURCHASE.

B. S. TYLER & CO.

I had printed 5,000 cards bearing the following:

MEMORANDUM OF SALE.

Contract No. Illinois, 189
I have to-day sold to B. S. TYLER & CO. bushels of good, sound, dry at cents per bushels to be delivered at station, Illinois, within days.
If I do not deliver all of this grain within the stated time, then it is understood that the purchaser has the choice to refuse the grain at above price, or give me further time for delivery.

We agree to receive and pay for the grain on the above terms.

B. S. TYLER & CO.,
Per..... Agent.

My buyers have these handy and never buy grain that they do not require the farmer to sign one of these cards.

The following resolution was introduced and adopted:

Whereas, The Grain Dealers' National Association is making an effort to secure the adoption of

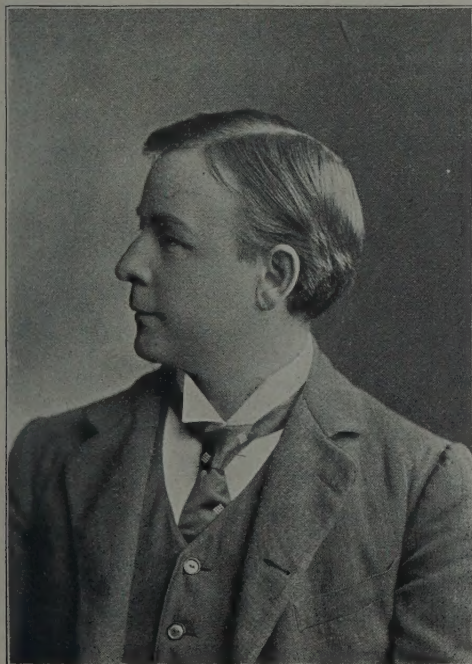
equitable rules governing the grading of grain at Cleveland, Ohio, and

Whereas, It is also striving to secure the adoption of uniform grades in all markets, therefore, be it

Resolved, By the Illinois Grain Dealers' Association, in convention assembled, that we do hereby indorse this work of the National Association and recommend that the Illinois state inspection rules be adopted at Cleveland and that all markets adopt uniform rules as soon as practical.

C. S. Maguire of Cincinnati: I wish to say regarding the Cleveland grades that they are what the Cleveland Grain Co. chooses to make them. That company has control of it. There is no system of inspection in Cleveland, but the inspector, I think, is an employe of the elevator. The Cleveland Grain Co. can pay more on the Big Four than anyone else.

I. P. Rumsey, Chicago: As the vice-president of the Cleveland Grain Co. I wish to say that the officials of the Big Four have no interest in the Cleveland Grain Co. Mr. Watkins of Sheldon is the president. I helped to draft the rules at Cleveland and know that there was no intent to defraud anyone. I will admit that the inspector has been very rigid in his grading of oats. The inspector was formerly connected with the Toledo inspection department and is now employed by the Cleveland Chamber of



S. H. GREELEY, CHICAGO, ILL.

Commerce. The grading is conducted honestly and with a desire to treat all interests fairly. I know of several cases where the inspector graded oats No. 3 and our company paid the country shipper for No. 2.

Several dealers present testified to having been paid for No. 2 oats when shipment was graded No. 3.

The resolution was adopted as presented and without a dissenting vote.

Adjourned to 2 p. m.

FRIDAY AFTERNOON.

President Tanner called the meeting to order and called for B. S. Tyler, who said he had no set speech and proposed to talk off hand. He gave a review of the work of organizing the Association and told of the difficulties encountered. He said: Thirteen grain men met in Springfield one evening in June, 1894, and after a night's work the Association was born. We started to build it up physically, and we are now strong numerically. I think the time has come for us to subject some of the members to the candle test. If they are off color we must eject them. We must do more aggressive work if we are to preserve and continue the work. I frequently receive complaints from distant dealers who send me only a few facts and I find it almost impossible to get an intelligible understanding of the trouble. I would suggest that we establish substation agents, to have charge of the work of districts, collect data regarding troubles and forward to the secretary;

substation agents to hold meetings of the dealers of the districts frequently to confer and get acquainted. In order to strengthen and perpetuate the Association we must organize into squads for work. The Association is too unwieldy to work in the old way. We must drill for battle and go out of our tents if we are to accomplish anything.

H. C. Mowry of Forsyth favored Mr. Tyler's plan of putting the Association in working order. He thought they could do much more work and more profitable work. It has been suggested that we work for uniform rules governing the grading of grain in all markets, and I think we can expend our energies in no way which will prove more profitable.

J. C. Boyce, Mt. Zion: I am thoroughly in favor of the plan of organizing for the practical local work. I have tried doing business without regard to the interests of my competitors and want no more of it. None of us can make a living if we follow such a policy.

F. F. Collins of Cincinnati favored the organization of substations so that the Association could do more effective work. I am proud of the Illinois Association and my membership in it, but I think you make a mistake when you attempt to establish sub-organizations under the supervision of the state association. Let the local dealers get together of their own accord, and organize and run the local associations to meet their own needs, which they can understand far better than anyone outside of their district.

C. D. Churchill Jr. of Chenoa: I favor local organizations. Thirteen years' actual experience convinces me that it is the only way to secure and maintain harmony and get a living out of the business.

Theo. P. Baxter, Taylorville: Friends Tyler and Mowrey have stolen my thoughts and made my speech. There are some of our members, I am sorry to say, who do not pay their dues. Some of them refuse to pay their drafts. Tyler met one who had let a draft come back. He excused his action on the grounds that he could not see that the Association had done him any good. But he would pay up if the secretary would have the Association's traveling representative travel 75 miles to adjust a matter that could have been fixed up by himself and his competitor. If we establish local substations, we could promptly take hold of all local difficulties and adjust them. We would maintain harmony and be in a position to do much more for our members. We could dispose of our traveling representative and conduct the works of the Association with less expense.

L. M. Hutchins of Sheldon suggested that Indiana dealers be admitted to membership so that competitors of Illinois dealers who were just across the line could be brought in and the trade of such districts conducted without discord.

President Tanner: Indiana dealers are eligible to membership. Have them send in their applications.

W. B. Cooper of Elliott: I favor the plan of substations and believe that we can do much for our members.

S. S. Tanner of Minier: I do not believe that this Association is in a position to district the state. I believe the members are in a more advantageous position to form district associations. They know with whom they come in competition and who should be members of their local association. Let them organize.

B. S. Tyler, Decatur: If we are going to do practical work we must go about it in a practical way. We must have some method and follow it. The agent in the substation should be the creature of the state association, so that we will know of them and be in touch with what they are doing. We must keep in touch with them and their work.

John Hill Jr.: It is advisable to be very careful in districting the state for local associations. It will lay the organization open to ridicule and false charges at the hands of the press and the farmers. It would result in the Association being placed in a bad light with the people. You could not explain the purpose of the districting to the satisfaction of

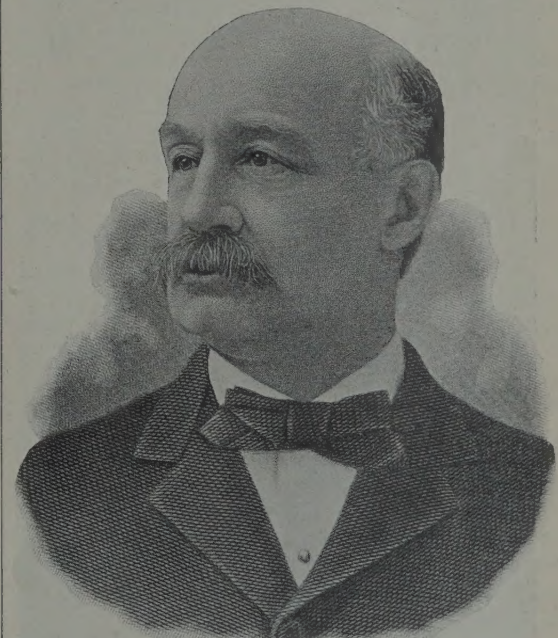
any outside the trade and I think you would make a mistake to attempt it.

George F. Stone, secretary of the Board of Trade, then read an able and very interesting paper on Railroad Pooling, part of which follows:

RAILROAD POOLING.

I object to pooling by railroads. Because it would be odious in law. It would smother competition. It would be against public policy. It would create a vast and dangerous monopoly under the protection of the government itself. It would take away from the Interstate Commerce Law one of its foundation pillars. It would be subversive of the common good, and the highest interests of the people. It is opposed by the great majority of the people and of the commercial bodies of the country. It would be class legislation. It is in its every feature contrary to the genius of republican institutions, and would be a constant menace to that public tranquillity which is a condition precedent to commercial prosperity, and which is already seriously disturbed by monopolistic domination and capitalistic greed.

The subject of railroad pooling has engaged the commercial thought of the country to an unusual degree. The proposition of pooling is so simple and so well understood that no elaborate definition is deemed necessary. "A pooling contract," says Mr. Prouty, "is in essence a simple contract between competing lines for a distribution of traffic," and declares that each of the lines represented by the parties to the contract shall be entitled to an agreed proportion of competitive business which passes over the lines included in the contract. If in the



GEO. F. STONE, SECRETARY CHICAGO BOARD OF TRADE.

unhindered and natural course of business any line obtain more than its acceded proportion, then business shall be diverted from such line to the line which is in arrears as to its proportion; and if that cannot be done or brought about, the carrier receiving the excess of tonnage shall make compensation by money payment. The proposition is a special plea from and in behalf of the railroads.

The act to regulate commerce was passed to secure an equitable diffusion of the benefits of transportation and to correct abuses which had almost imperceptibly and very gradually crept into the administration of the vast powers conferred upon railroad corporations, not for the benefit of corporations only, but for the people in the prosecution of their business enterprises. It had for its object to regulate a vast business according to the requirements of justice, and was not passed for a day or a year; it had permanent benefits in view, and to accomplish these with the least possible disturbance to the immense interests involved.

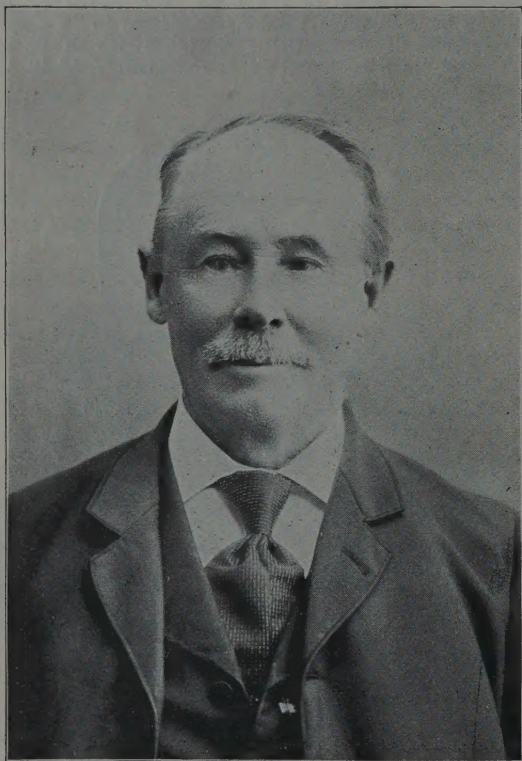
One of the chief features is that contracts, or agreements, or combinations for the pooling of freights of different and competing railroads, or for dividing between them the aggregate or net earnings of such railroads or any portion thereof, are declared to be unlawful.

By the provisions of the twenty-second section of the act, nothing in its application or operation shall interfere with the general rules of fairness and equality which have been laid down in common law or by statute. Underlying these features of the law, we find that the public must not be charged more than reasonable rates; that the facilities of transportation must be distributed with absolute equality, and that, above all, the common carrier shall not be allowed to control in the administration of the advantages and facilities conferred upon him by the public for the use of the public.

The doctrine is unmistakably laid down, that con-

tracts, agreements or combinations for the pooling of freights are opposed to and are in contradistinction from the public welfare.

The proposition to establish pooling is not by any means new, and we are, therefore, not left in doubt as to its effects upon the business interests of the country. The first prominent pool was the Chicago-Omaha, and was formed in 1870, and was found in its operation immensely profitable to the railroads, so that in the year 1887 practically all competitive traffic was pooled. During those years business suffered, localities and shippers were discriminated against, secret rebates, to a greater extent than ever before or since, were granted. Discrimination in favor of industries in which some of the parties to the pool were financially interested placed other industries under great and sometimes fatal disadvantages. One of the most mischievous and demoralizing pools that were established about this time was the Southwestern Railway Association, a vampire which for a decade sucked the life-blood of the commerce of the Missouri Valley. The Southwestern Railway Association solved the problem of how to get rid of competition and to rob the people within the letter of the law. Kansas City built a line to the south and thought she had a line that could be used to fight this pool. It had not been in operation a year before this Association, with subsidies, had it bound hand and foot. Another outlet to the East, via Omaha and Council Bluffs, was also shut up,



H. C. MOWRY OF FORSYTH, ILL.

leaving the Missouri River country at the mercy of the pooling lines.

Such instances and similar combinations might be multiplied almost indefinitely, but sufficient is shown to indicate the nature of railway pools; they are inimical to the public interest; they are in restraint of trade; they prevent competition; they are monopolistic in purpose and effect; they are odious in law; they are subversive of the very interests which railways were created to conserve, viz.: the general welfare in so far as that welfare relates to the functions and obligations of a common carrier.

The law was largely the result of evils that grew out of pooling. These pooling arrangements, although ostensibly for the equalization of traffic compensation, for the encouragement of public lines and opposed to any unfair and unjust proportion of remuneration received by great and controlling trunk lines, degenerated into a reckless and unscrupulous abandonment of the terms of such agreement, creating confusion, distrust, an unsettling of freight rates, antagonism and a general warfare, resulting in disaster to many of the parties to the pooling formation, as well as to business interests generally. It is now proposed not only not to forbid pooling, but actually to install it in the body of the law itself. This is a high-handed proposition, and attacks the very citadel of the law, contemplating practically its overthrow.

I am aware that it is contended by the other side that the evils which attend pooling and which were so demoralizing to the business of the country, and which in many instances, were scandalous would be avoided if pooling were under the supervision of the Interstate Commerce Commission. We submit that there is not the slightest ground in the history of the Commission for any such expectation.

The Commission, without reflecting in any manner

upon the character and ability of its members, has signally failed in the exercise of controlling power; its mandates have been either supinely enforced or altogether evaded, and this owing to the direct and indirect opposition of those by whom this very proposition is urged. In fact, the great complaint against the law and the Commission to-day is, that it is in large measure powerless to enforce its decrees, yet, in view of these facts, it is seriously proposed to place pooling under the control of the Interstate Commerce Commission.

The arguments on the other side seem to a large extent to be based upon the idea that the railroads and the welfare of the stockholders are the paramount objects to be considered by legislation with respect to common carriers, and that their profits are to be made secure, thus reversing the doctrine that the railroads were made for the people and not the people for the railroads.

The resolution presented on Thursday regarding the amendment of the Interstate Commerce law was reread. Charles Voris of Windsor moved the adoption of the resolution and it was adopted without opposition.

H. C. Mowry moved that the matter of auxiliary organizations be referred to the secretary, the president and the board of directors for consideration and presentation to the members at the June meeting.

Charles S. Clark of the "American Elevator and Grain Trade" addressed the convention on the Necessity and Benefits of Maintaining Associations.

L. Everingham of Chicago: I am very sorry I have not been able to be with you at every session, but my heart is with you. Dealers who have been receiving the Chicago Journal know what is being done to take your business from you. If any do not get it and want it, I will send you copies, so you can see.

The convention then adjourned, to meet at Decatur in June.

CONVENTION NOTES.

A number of new members were admitted.

The evening experience meeting was an enjoyable session.

All were pleased with the hospitality of the hotel managers.

The public elevator men had representatives in attendance at each meeting.

The Arbitration Committee and the Board of Directors each held several meetings.

Indiana was represented by Benjamin B. Minor of Indianapolis and W. D. Foresman of Foresman.

The only machinery man present—F. M. Smith, representing the Huntley Mfg. Co., of Silver Creek, N. Y.

Iowa was represented by E. J. Edmonds of Marcus, president of the Grain Shippers' Association of Northwest Iowa, and N. S. Beal of Tama.

Jim Parrot of Litchfield, representing E. F. Catlin & Co. of St. Louis, was sick upon arrival, but tender nursing by Tyler and Baxter soon brought him around.

The members are taking a more active interest in the work of the Association, and by reading and discussing are getting a clearer conception of the ills which beset the trade and of their rights.

Ohio was represented by F. F. Collins of Collins & Co., Cincinnati, and secretary and treasurer of the National Hay Association, Charles S. Maguire of Maguire & Co., Cincinnati, and C. G. Watkins of the Cleveland Grain Co.

The event of the meeting was S. H. Greeley's speech. Those who missed it lost an opportunity to get the clearest and most direct explanation of the elevator problem ever presented. His arguments were unanswerable.

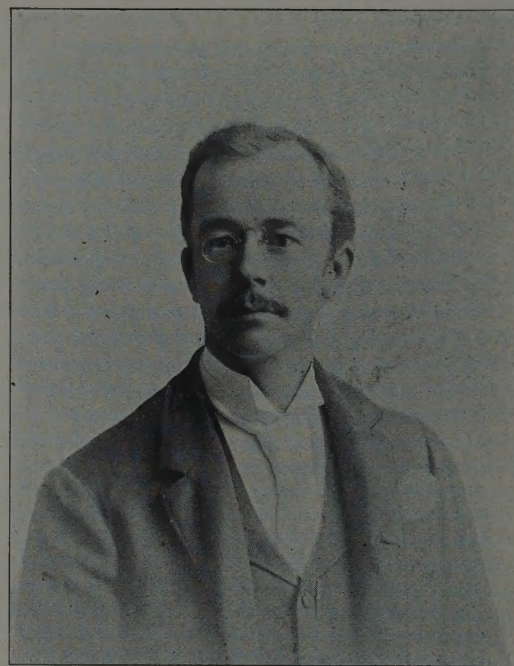
Among the Chicago grain commission men present were G. B. Dewey, representing Milmine, Bodman & Co.; E. F. Rosenbaum, B. F. Traxler, G. F. Kersten and Frank M. Baker, representing Rosenbaum Bros.; Wm. N. Eckhardt and J. W. Radford, representing Pope & Eckhardt Co.; Wm. Nash and S. H. Greeley, representing Nash, Wright & Co.; Arthur Sawers, representing the Calumet Grain and Elevator Co.; W. O. Mumford and Wallace Armstrong, representing W. R. Mumford & Co.; L. Ever-

ingham, I. P. Rumsey, of Rumsey, Lightner & Co.; R. E. Pratt and J. S. Wiley, representing R. E. Pratt & Co.; James McElroy, representing Geo. H. Sidwell & Co.; J. M. Hunter, representing J. A. Edwards & Co., and F. Cheatle, representing I. N. Ash & Co.

The country shippers and the receivers are beginning to discover that they have interests and enemies in common. They must get nearer together and contribute more to the support of the associations and to the education of the unposted members if they escape the grasp of the elevator combine.

Chicago is a poor place for a convention. It has too many other attractions, and presents too many other opportunities for the members to spend time elsewhere than in the convention hall. The purchase of pianos, buggies, electric dynamos, etc., kept some from the meetings, but the Board of Trade and the receivers who desired to entertain customers took away many. Some attended no session.

Among the dealers present or in Chicago during the convention were: J. R. Aston, Emden; A. W. Augsberger, Farmer City; F. W. Aldrich, McLean; W. E. Albers, Warsaw; Theo. P. Baxter, Taylor-



E. R. ULRICH JR. OF SPRINGFIELD, ILL.

ville; Alfred H. Bell, Lostant; Chas. A. Burks, Bement; Wm. Buehrig, Minier; J. C. Boyce, Mt. Zion; A. Buckholz, Melvin; S. E. Bear, Bearsdale; John Crocker and Thos. Costello, Maroa; R. F. Cummings, Clifton; W. D. Castle, Gridley; F. L. Churchill, Fairbury; D. H. Currey, Mason City; W. D. Cooper, Elliott; E. D. Churchill, Chenoa; E. G. Coon, Rantoul; D. U. Carson, Clarence; J. S. Cameron, Elliott; W. C. Darnall, Bloomington; M. S. Dewey, Mazon; J. W. Davidson, Champaign; A. Drohan, Danvers; A. C. Durdy, Ohlman; L. B. DeForest, Galesburg; V. C. Elmore, Ashland; N. S. Filson, Paxton; W. A. Fraser, Galesburg; S. Frederick, Clarence; A. J. Flaft, Leverett; G. D. Guier, Henry; B. Gulshen, Herscher; Ross Hockaday, Oreana; L. T. Hutchins, Sheldon; C. R. Hambleton, Decatur; C. A. Hammond and F. M. Hammond, Stockton; John Herroa, and E. S. Herron, Sidell; G. H. Hubbard, Mt. Pulaski; U. M. Holmes, Cookesville; James Inkster, Hersher; Levi Johnston, Danvers; C. B. Johnson, Washburn; H. N. Knight, Monticello; Fred Kohl, Danforth; M. Kennedy, Elva; F. G. Lindner, Buda; M. H. Lewis, Hoopeston; H. C. Mowrey, Forsyth; W. M. Miller, Cabery; John A. Montelius, Piper City; A. B. Means, Anchor; E. F. Norton, Tallula; Geo. Nicholson, Henry; H. H. Newell, Bloomington; Thos. Nugent, Cabery; S. S. Neiman, Warrensburg; O. F. Obermiller, Kinney; J. E. O'Hara, Carlock; Ed Putnam, Rossville; James Porch, Chevanee; W. M. Prillman, Rossville; L. P. Probasco, Bloomington; H. B. Rowe, Pulaski; Thos. Ryan, Lincoln; R. G. Risser and C. H. Risser, Kankakee; Adam Ritscher, Taylorville; W. A. Reynolds, Wenona; F. T. Rolph,

Millington; Wm. Ritchie, Warrensburg; J. W. Spellman, Lincoln; B. P. Staley, Champaign; C. S. Six, Perry Springs; Geo. H. Sims, Yorkshire; Otto Sieberns, Buckley; H. C. Suttle, Kenney; Bertel M. Stoddard, Toluca; H. C. Spellmeyer, Melvin; S. S. Tanner, Minier; B. S. Tyler, Decatur; H. M. Taggart, Wenona; S. C. Taylor, Emington; E. R. Ulrich, Springfield; Chas. Voris, Windsor; P. Whalen, Cabery; B. S. Williams, Sheffield; M. R. Walsh, Campus; John T. West, Loda; O. T. Wilson, Morris; M. K. Hammond, Stockton.

JEFFREY REVERSIBLE FREIGHT CONVEYOR.

The accompanying illustration is a reproduction from photograph taken of a Jeffrey freight carrier at the plant of the Franklin Mills Company, Lockport, N. Y. The view in the background shows the general outline of the conveyor and the center illustration the interior of its passageway looking from the mill toward the delivery end.

The conveyor starts on the ground near one end of the mill, running up an incline to the top of the hill into the warehouse located alongside of the tracks a distance of about 250 feet. This conveyor is constructed of two special Jeffrey roller chains

ELEVATOR FACILITIES ESSENTIAL AT COUNTRY MARKETS.

[A paper read by Thos. Costello of Maroa, at the Spring Meeting of the Illinois Grain Dealers' Association.]

In the discussion of this topic—elevator and storage facilities essential at all country grain markets; why railroad companies should protect elevator men—the first part of it appears to be self-evident to every wide-awake grain man. It is essential, first, from a business standpoint, as it gives the grain dealer an opportunity to handle his grain with much better profit than he would otherwise be able to do.

Every grain dealer should be equipped with a good elevator for receiving, handling, weighing, recleaning and loading out grain with the least possible expense. With such facilities he can put his grain on the market in much better condition and receive better grades and consequently better prices and reduce his risk of loss on account of weights and grades to a minimum. He could place himself in much more friendly business relations with his railroad company. An order for cars received from such a grain shipper, particularly when cars are scarce, would be filled more promptly. He would be given cars in preference to other dealers less favorably equipped; for the railroad company

forces, then send word to the farmer and notify him to get his help together to shell, and about the time he gets his forces together, and on the delivery of the first grain he finds that the railroad company has furnished him with one car, the balance of the cars being given to the elevator man, on account of the scoop-shoveler delaying loading. He loads that car, and perhaps waits three or four days and is furnished with another car. Then he must collect his forces, start his sheller and load that car.

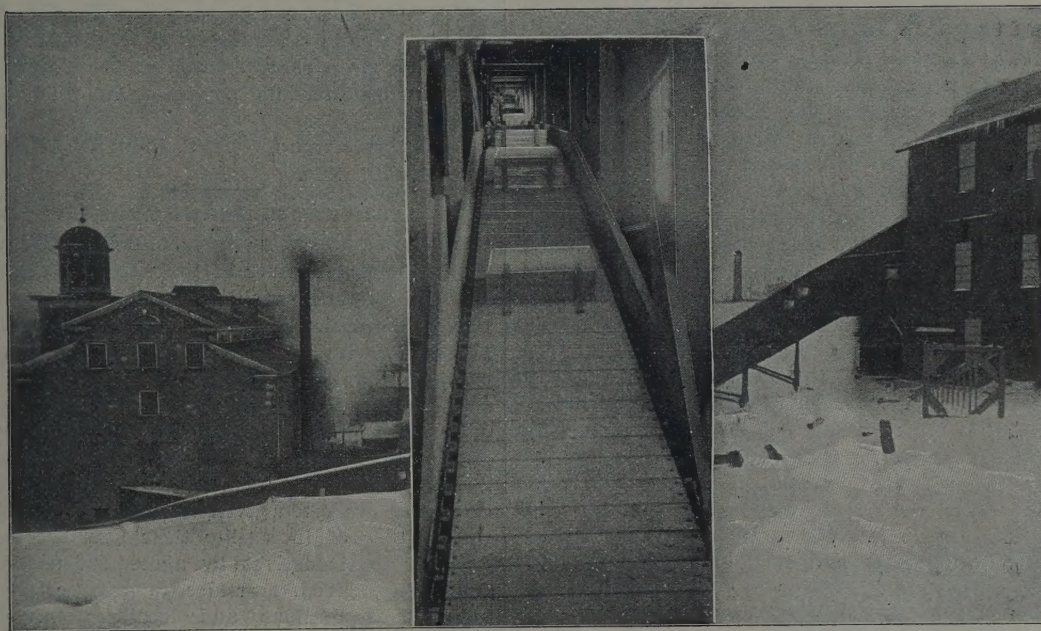
This is the course pursued if you properly educate your local agent, who is complete master of the situation when once cars are set in at his station. Your agent is a creature of education, and is a very apt scholar; nine cases out of ten, he will favor the elevator man and furnish cars promptly, for it is to the interest of the railroad company in whose employ he is, and it makes much less trouble and labor for himself as agent. If he is disposed to act to the contrary the matter should be taken up with higher officials. As a rule, the head officials want to protect the elevator man, not that they love him more, perhaps, but that they see more revenue to their roads, because, as stated, their cars are continuously kept in active service and on the move.

'Tis true that many traveling freight agents think it their duty to create competition along the line, and occasionally you find one who advises merchants, hog-buyers, butchers, farmers, poultry merchants, broken down politicians, or, perchance, some deadbeat at the local station, out of any visible or invisible means of support, to launch out into the grain business. The traveling freight agent should be met often by the regular grain dealer and the kindest and tenderest side of him should be touched, and he should be made a fast friend. He should be shown that he should encourage the regular dealer, and also that in encouraging the scoop-shoveler he is doing the greatest possible harm to his employers, the railroad company. If you find that in your labors with your superintendent, chief dispatcher, traveling freight agent and local agent you are unsuccessful or rather unable to show them a good commonsense course of business, then you should go to the higher officials and present your case to them, for certainly when you go to the fountain head you will find intellect sufficiently great to grasp so simple a business proposition as this.

The scoop-shoveler is a detriment to the railroad company in many ways. First, he has no facilities to load cars to capacity. The railroad company has built a car having 60,000 pounds capacity and has built it sufficiently strong so as to carry that amount with safety. The car of 60,000 capacity is put in, we will say, for New Orleans, and the scoop-shoveler has five hundred bushels of grain bought. He loads it in this car. It goes to New Orleans. The railroad company gets \$35.40 for the haul. Had it been loaded from an elevator with a stock of corn on hand, instead of the railroad company receiving this amount they would have received \$78 for the same work.

The grain dealers of Illinois should not stop their agitation until they succeed in convincing the railroad companies that it would be to their mutual advantage to adjust the rate so as to provide for a loading fee or rental. The Illinois statutes provide that rail carriers shall furnish depot facilities for freight and passengers. They do provide storage for all classes of merchandise, except grain. Not only that, but they load this merchandise into and out of cars. When it comes to loading grain, which commodity furnishes them with most of their revenue, they do nothing whatever. The grain dealer furnishes storage free, does the work, stands the leakage and stealage.

The local agent who cares for all classes of merchandise except grain is paid a salary, and is furnished with an office and warehouse, while the grain agent who handles this class of merchandise furnishes his own, without compensation. If this matter were put in the hands of the proper committee, who would see the railroad officials and put this matter properly before them, they would see at once that they could pay this fee without reducing their revenue in the least, as the rate could



THE JEFFREY UNIVERSAL FREIGHT CONVEYOR AT LOCKPORT, N. Y.

having side attachments every link, to which hardwood slats are bolted, forming an endless apron or belt. This construction places the chain outside of the apron and permits it to travel on a suitable iron track, the friction wear and required power being reduced to a minimum by the rollers in the chain, which occur every link.

This conveyor is reversible, carrying the product of the mill in boxes, barrels, sacks or crates to the warehouse for delivery to cars or storage shed. By simply shifting a lever the motion of the conveyor is reversed, so that wheat in sacks and other miscellaneous freight can be carried from the cars to the mill, the packages being kept in position on the incline by means of projecting arms attached to the apron.

This conveyor has a capacity for handling 500 to 1,000 packages per hour. Its operation is smooth and comparatively noiseless. A small amount of power is required to drive it, which is transmitted from the mill to the outer end by means of wire rope. Interested parties should write the Jeffrey Manufacturing Company of Columbus, Ohio, for further particulars and prices.

When the public elevator men of Chicago get complete control of the grain market they may be expected to establish cheap buyers in country markets, just as two of them are already doing. It will not be necessary for their buyers to know anything about the quality of grain, because the elevator men will keep the prices low enough to avoid a loss on anything their agents may send in.

would know that when cars are sent to him they would be loaded at once.

I would not advocate the building of a huge, expensive elevator, but he should have a reasonable amount of storage room so located that the grain could be loaded promptly with the least possible expense, and his storage should be of sufficient amount that he could take care of grain during a rush, whether he had any cars or not. My experience is, that this rush comes to all country grain dealers at least three times during each year. Almost invariably it causes a scarcity of cars.

This storage room gives him a decided advantage over the scoop-shoveler, for the farmer is learning very rapidly to sell his grain to dealers who have receiving facilities and storage capacity, where he can deliver grain with the least possible labor and annoyance to himself. He has learned by sad experience that he cannot afford to wait from one to three weeks for cars, neither can he afford to be made the object of ridicule and laughter by his more judicious neighbors who sell to the regular dealer who has facilities. The man without facilities is certainly to be pitied more than blamed. We all understand that a man must cut the garment according to the amount of cloth he has; and if he has not facilities and is a regular dealer, he should at once make preparations in some way to secure facilities.

The farmer who sells his grain to a scoop-shoveler is at a great disadvantage in many respects. The scoop-shoveler depends upon the railroad company for the storage of his corn as it comes directly from the farmer. He must collect his scattered

be raised to include the loading fee, and the elevator man would become a solicitor for the railroad company on whose lines he was doing business.

Another subject it might be well to touch upon is storing grain for farmers. The sooner elevator men learn that they cannot afford to store grain free for farmers, discontinue the practice, and commence to do business in a business-like way, the better it will be for them and for their competitors, who are trying to conduct their business on business principles. Many dealers will receive grain in store for two, three, or even four months, free of charge, not only that, but in many cases I have known them to throw in a fire insurance policy as a kind of chromo in order to get the grain, even on these bankrupt terms. Others store it free for thirty days, and if the farmer carries it for longer time they charge one-half cent per bushel per month. When the farmers settle, the elevator men forgive all these storage charges and when they do this the farmers reason, and justly, too, that if the dealer does it with one customer, he must do it with all. The dealer makes a charge and allows his customer to talk him out of his contract.

We take large quantities of grain in store and make no charge for the first thirty days, except for insurance, but at the expiration of that time we charge storage at the rate of one cent per bushel, per month, and we invariably collect it in full. This has been our practice for many years, and we have had no trouble, although some of our competitors have at times taken grain for storage on the free and easy plan. You might ask, and very justly too, why people store with us. In reply, would say, some will not while our competitor offers free storage; but in nearly all cases when a man stores he confidently believes he will sell within the thirty days' free limit, and in that event, he figures, his storage costs him nothing. It gives him an opportunity to speculate thirty days longer on his grain and also gives him an opportunity to haul his grain at his leisure with less expense to himself, perhaps, than if he had sold it outright.

These are our terms, and of course our patrons understand them, and if they do not see fit to accept them, we let them go to our competitor and he will take perhaps a few thousand bushels, get his storage capacity filled, block his own game, get sour at himself for making such a foolish deal, and refuse to store any more, on any terms. As he has his storage capacity blocked he cannot receive grain for his own account. He is disgusted, and disgruntled because of losing an opportunity of buying grain with a fair margin of profit in it. His elevator is full of stored grain that he is receiving no compensation for, and dare not ship out for fear the market will advance and he will have to settle at a loss. Do not do foolish things because your competitors do. Run your business on business principles and do not let your patrons run it for you.

Few Chicago receivers are able to call their souls their own. Most of them eke out a bare existence on the crumbs of business the public elevator men are willing to throw them.

The Committee on Coinage, Weights and Measures of the House of Representatives seems to be in favor of the Hurley bill, which provides for the enforced use of the metric system of weights and measures by the Government. The system is rapidly gaining friends in the United States and the United Kingdom, and the enemies of progress cannot hold out against it much longer.

A newspaper at Waukegan, Ill., in a recent article says that the location of large coal docks there is almost certain to bring large grain elevators also, and adds, "There is enough wheat raised in Lake County to warrant it." A rival paper in that town, commenting on this article, and particularly the last sentence, says: "Since the chinch bug came in fashion many, many years ago, the wheat acreage of Lake County has been almost nil, and for her export of wheat a wheelbarrow would suffice. We'll probably get the elevator, but the amount of Lake County wheat that gets into it, will not feed the rats in its basement."

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

DISTRIBUTION OF CARS.

Editor American Elevator and Grain Trade:—Every country elevator man should write to the traffic manager, the general freight agent, the division freight agent and the traveling freight agent of the road over which he ships his grain and beseech them to establish a rule that in the distribution of cars among shippers the wants of grain shippers who have grain in sight and ready to load into cars shall be satisfied before any others. The Grain Dealers' National Association and the Illinois Grain Dealers' Association are working to secure the adoption of such a rule by the grain-carrying roads, and I feel certain that every country elevator could materially assist the associations by using his influence in behalf of the desired rule.

I find it harder and harder to make both ends meet at my elevator, and I doubt not other country elevator men are having the same experience. Unless all work together soon for a few much needed reforms, our business will be beyond redemption.

J. P. SMITH.

FAVORS CHARGING FOR ALL STORAGE.

Editor American Elevator and Grain Trade:—I wish to say to my brother dealers that I think that the country elevator man who offers to store grain for farmers, free of charge, immediately places himself under suspicion of stealing from his patrons. I know they are an avaricious class and anxious to get everything for nothing, but many of them mistrust the man who offers to give them something for nothing. They are shrewd enough to know he cannot do business for nothing, so go elsewhere, pay for the service and get relief from the impression that the elevator man will rob them at every turn.

It is far better for the elevator man frankly to tell the farmers that he cannot afford to operate his house for nothing; that he does not want to steal from them for a living and that if they will pay the pittance he asks for he will strive to serve them well. Few will fail to see the point to the argument. My competitor and I have adopted this plan, and each of us has provided better handling and storage facilities since we started to doing a storage business according to business principles.

However, we have two buckers and a kicker at neighboring stations who refuse to do anything that any other dealer does. They propose to conduct their business without regard to anyone else, and the result is, none of them ever make a cent. Such unreasonable selfishness has bankrupted many dealers. Get a fair price for storage or let the farmers store elsewhere.

FAIR FEES.

EXPORT GRAIN VIA NEW ORLEANS.

Editor American Elevator and Grain Trade:—Your kind mention, in the March number, of the southward trend of grain prompts me to inclose clipping from the New Orleans Times-Democrat, one of the most progressive papers of the South. The clipping, which is from the issue of March 8, is as follows:

"This is a record breaking year in the commerce of New Orleans. This city has broken its record in receipts and shipments; in cotton, grain and Western produce; in the size of vessels coming here, and in the tonnage of the port. The record has been broken a dozen times, and was broken again yesterday, when the best day's shipment of grain was beaten. There were cleared from this port yesterday six vessels carrying grain, of which three carried it exclusively, and three others grain as part of their cargoes. They carried 443,187 bushels of corn, 112,000 bushels of wheat and 180,000 bushels of oats, making a total of 737,187 bushels of grain. A pretty good showing this for a single day, and it gives an idea of how New Orleans ranks as a grain port."

The larger part of the grain passing through

New Orleans is handled by the Central Elevator & Warehouse Co., of which Mr. John C. Fears is superintendent. The capacities and locations of its four houses are as follows: Elevator A and B at Southport, with capacity of 500,000 bushels. Elevator C at Poydras Depot, with capacity for 350,000 bushels. Elevator D at Stuyvesant Dock has a capacity of 1,000,000 bushels.

Very respectfully, FRANCIS P. SALA.

New Orleans, La.

OPPOSED TO REGULATION FOR OHIO GRAIN DEALERS.

Editor American Elevator and Grain Trade:—In your March number you do an injustice to the Cincinnati Chamber of Commerce in the editorial headed "Regulation for Ohio Grain Dealers."

Instead of looking for or "discovering a loophole" for escape under the proposed regulations, and "withdrawing its opposition to the bill," the Chamber of Commerce has been at the front. It gave every support in its power to Toledo, Cleveland and Columbus in showing up the objectionable nature of the proposed legislation. It was the means of having the matter taken up by the Ohio State Board of Commerce. It has sent committees to Columbus twice in an effort to defeat the measure. It prepared and presented to the House Committee on Agriculture a concise but strong argument against the bill. It does not propose to relinquish efforts deemed to be in the interests of the grain trade of Ohio—the grain seller as well as the grain buyer. It will continue its opposition to this unwise measure.

Truly yours,

C. B. MURRAY, Supt.

Cincinnati, Ohio.

HOW CARRIERS CONTROL GRAIN BUSINESS.

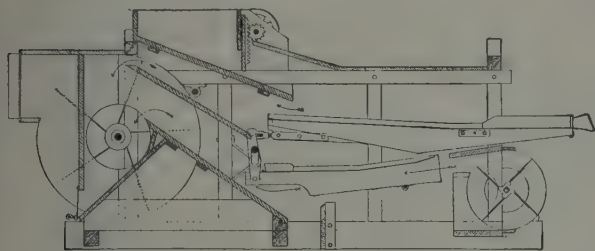
Editor American Elevator and Grain Trade:—A letter in the last number of the "American Elevator and Grain Trade," reciting "A pessimist's view of the grain business," attracts my attention. I cannot agree with Mr. Strong's statement that railroads are like individuals, getting all they can out of the business and cutting prices for their services only when necessary. Railroad corporations are not like individuals, being heartless and soulless and without respect for law or the rights of others. Cut rates are often given by railroad officials for the purpose of increasing their own incomes by securing to themselves by agreement portions of the rebates given, and also to give certain individuals, corporations and localities advantages over others regardless of profits to the companies.

Mr. Strong's friend says, "the only reason any country grain dealers are permitted to continue in business temporarily is that the railroad companies and the terminal elevator men fear that too vigorous action on their part would result in antagonistic legislation." A more reasonable reason is that such a great change cannot be made in a minute. What do railroad corporations or terminal elevator men of Chicago stamp care for antagonistic legislation since they discovered how easy it is to control lawmaking bodies, and to bribe witnesses, jurors, and court officials—sometimes with money, but often with nothing more than an annual pass or a promise of political support? Why need railroad or other large corporations fear prosecution as long as it is the policy of the National administration to wink at their violations of laws in order that they may prosper, while forcing with an iron hand the halt and the blind, the weak and the aged, to submit to their unjust and unlawful demands?

Commission men in terminal markets have heretofore pressed claims for their shippers against railroad companies for shortages and overcharges of various kinds, and in some localities in the West, notably Western and Northwestern Iowa, shippers have persistently fought claims in the courts against railroad companies for overcharges aggregating large amounts, some of them originating back to the line of limitation by law. All this business, while right and proper, is exceedingly annoying to corporations, some of which, like thieves, desire to be let alone, and they propose now to prevent it in the future by making secret

freight rates to some elevator concern on which they can rely, so it can take the grain from the farmer's hands and control it until it leaves their roads. Let a receiver in Chicago press a just claim for a shipper against a railroad company to a point where plain talk is necessary to make an impression on the officials, and it will not be long before some track-buying elevator man will be offering that shipper higher prices for his grain than it could be sold for in open market, and for the purpose of breaking up the business of the receiver and punishing him for being audacious to the railroad company.

Many country grain shippers have grown prematurely gray at seeing the ghost of some scoop-shovel man, but only a few of them comparatively



SECTIONAL VIEW OF A NEW PROCESS CORN CLEANER.

have met their worst enemy up to the present time, and the sooner all of them discover and heed the inevitable and seek employment with a corporation before they are beyond the employing age the better it will be for them.

Yours truly, ANOTHER PESSIMIST.

GROWING AND HANDLING GRAIN IN MEXICO.

Editor American Elevator and Grain Trade:—I will try and give you an idea of the difference between the methods of raising and handling grain as practiced by our neighbors in Mexico and ourselves. I assure you it is quite flattering to our vanity to see how far advanced we are as compared with them. The general term "grain business" in that country includes products which are not so considered here; for instance, their grain consists of wheat, corn, beans and rice. Their wheat is raised on high plateaus at an elevation of from five to eight thousand feet. It is usually raised in between their maguey plants, from which pulque, their national drink, is made. Practically all the wheat raised is irrigated. During a ride from Mexico City to Pueblo I have seen them planting wheat in one field and harvesting it in an adjoining field.

On some haciendas you will find the most modern agricultural implements, while on the next you will find them using the wooden plow of biblical times, thrashing their wheat by having the cattle tread it, and then tossing it into the air to have the wind separate the chaff from the wheat. Their wheat stacks are often given quite an artistic effect by having crosses and images of the Virgin worked into the sides with the straw, and nearly every stack will have a cross on top. It is a custom of the country to thank the Virgin when they have good crops and pray to her for better luck when they have poor ones. The wheat is of a very good grade and I have eaten bread made from the Mexican flour (in parts of the country they have modern flour mills) which would grade very high in this country.

Corn is perhaps the staple product of the country, for it is the food of the common people. As in the case of their wheat, in some places I saw them using modern implements for plowing and planting, whereas in other cases they were using the wooden plowshare, which barely scratched the surface of the ground, and then planting by dropping the kernels by hand, as was the custom in this country many years ago. It is no uncommon occurrence, in fact, it is a custom, to take a crop of wheat and a crop of corn off the same land the same year. Owing to the prevalence of the weevil it is difficult to preserve grain, hence it is necessary to market it quickly. As a result there is seldom any surplus left over from one crop to another. Some years it is almost impossible to sell their grain and then again it is worth \$2 per bushel. The present sea-

son on the Isthmus of Tehuantepec the prevailing market price was about 56 cents a bushel in gold.

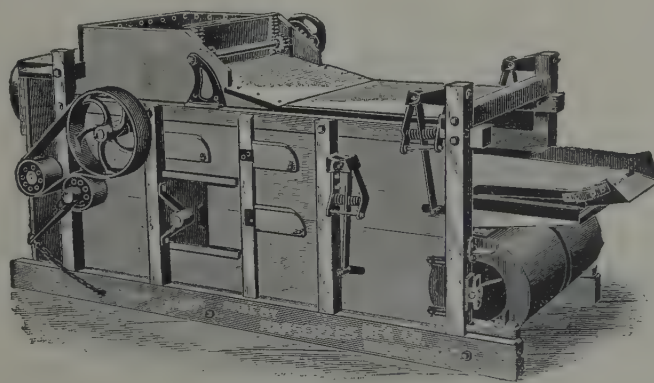
In the tropics we are confronted with a system of agriculture even cruder than on the plateau; such a thing as a plow is unknown in most parts. They merely take a stick, make a hole in the ground and place three kernels of corn in it, not even covering them with earth. In the course of the season they go through with a machete and cut out the weeds once or twice. It is never hoed or cultivated. They usually average one ear of corn to each stalk, and the crop is matured in three months from the time of planting.

The corn is first soaked in limewater to remove the hull, and then ground with a stone rolling pin on a stone dough board slightly concave. It is then made into small cakes, about like griddle cakes, called tortillas, which are, practically speaking, corn griddle cakes. Sometimes they are baked hard and are then called tortopas, which correspond to our hardtack. When making long canoe voyages it is soaked in water to make a drink called pasola, which is very nourishing and quite stimulating.

In marketing their corn it is sold by the sauntla, which is four hundred ears with the husks on, nibbins counting the same as full grown ears. It is possible to grow two crops of corn a year, but the custom is to plant corn in May, which is harvested about the first of August, then plant tobacco, which is cut in December; then plant beans, which are harvested the following March. Thus you will see their land is never idle. Their beans are raised by hand, the same as their corn, and sold by the arroba, 25 pounds.

Rice in the tropics is raised about the same as wheat, being an upland variety and of very good quality. It is harvested in the most primitive method, being gathered with a sickle, thrashed by driving cattle over it, tossed up in the air to have the wind blow the chaff out, and finally pounded in a large wooden mortar, with a pestle to husk it. Rice is also sold by the arroba.

After passing from the farmers' hands to the local merchant, who generally has a large palm leaf hut with stick sides, perfectly open to the wind and the air, which he calls his galeria or warehouse, it is sent



NEW PROCESS CORN CLEANER.

to some of the commission houses on the coast, who will shell the corn, if it has not already been shelled, and place it upon the market. There are no grain elevators in the country such as we have. On the coast I have seen them unloading corn at a wharf in a damp, moist atmosphere with a consequent danger of its arriving at destination in a heating condition, and causing the usual controversy between shipper and consignee as to the quality of the corn. There is no machinery in the country for blowing grain, when it is out of condition, so it is practically worthless, as there are no local industries to use the product such as we have here. Owing to this primitive method of handling, they have no steady, uniform market such as we have, and in consequence it is all feast or all fast.

The Americans are now introducing corn shellers and improved agricultural implements, and think the method of handling will soon change, as in a country progressing so rapidly in all lines, and with such vast possibilities in this particular industry, it seems impossible that such primitive methods will much longer be allowed to prevail.

With pleasant memories of this beautiful land of manaña (to-morrow), I am

Very truly yours, RUPERT E. I. SMITH,
Chicago, Ill.

NEW PROCESS CORN CLEANER.

The corn buyer is becoming more and more exacting in his requirements as to the purity of the grain he buys and objects to paying corn prices for pieces of broken cobs, husks and chaff. The freight on the foreign matter in corn also amounts to considerable in the course of a year. A sharp discrimination is made in some markets against dirty corn and buyers are recognizing a difference between 1 per cent. and 5 per cent. of foreign matter. It behooves shippers who are in business for profit to keep this percentage down. To do so they must equip their elevators with a good corn cleaner. A new cleaner which has met with remarkable success is the New Process Corn Cleaner, illustrated herewith. It has blast and suction fans and does good work; does not take up much room, and is made so that the sides can be taken off, the machine taken apart and moved to any part of the building without much labor.

From the time the corn enters the machine it is subjected to a wind blast. The two fans insure perfect work. The blast fan is at the bottom of the machine in front of the lower shoe and under the upper shoe. The suction fan is at the opposite end of the machine, as shown in the engraving of a cross-section of the machine. The cleaner has a large feed hopper, with an adjustable discharge, so the feed of the machine is under perfect control. It never becomes clogged and always cleans the corn perfectly. The cobs are discharged over the outer end of the upper shoe. The upper shoe has a galvanized wire screen, the lower shoe a sheet steel sieve. Both shoes are driven from one shaft with double pitman connections and are carried at the front by a patent spring hanger, which relieves all jar or shock. At each side of the suction fan is a screening box which catches the screenings.

The machine does the work so well that it is necessary to run the grain through it but once. It is dustless, runs lightly, is well built and will last

a long time. It is also said to do very satisfactory work as a cleaner for small grain. Any additional information may be obtained by addressing the Marseilles Mfg. Co., Marseilles, Ill.

The Illinois laws stipulate that rail carriers shall provide depots for freight and passengers. The carriers which own elevators in Chicago should be required to operate them for the use of their patrons and not be permitted to let them to operators who will take advantage of their opportunity to bleed the entire trade.

The Decatur Review of Decatur, Ill., published in its issue of March 31 a letter from B. S. Tyler, secretary of the Illinois Grain Dealers' Association, in which he shows how the dealing in grain by the public elevator men of Chicago is responsible for the prevailing low prices of coarse grain. The letter should be republished in every newspaper of the country. Country dealers who are alive to their own interests will send for a copy and have it republished in their home papers.



Preiss & Wimmer of St. Cloud, Minn., are to build a \$30,000 brewery.

Kingdom's Brewery at Rat Portage, Ont., is completed and doing business.

Neidlinger & Sons of New York City are building an addition to their malt house at Cayuga.

The McGowan Brewing Co., with a capital of \$50,000, will erect a brewery at Oswego, N. Y.

The drying house of the Seipp Brewing Co. at Chicago, suffered a small loss by fire on April 7.

Walter Bros. of Menasha, Wis., are said to be considering the erection of a brewery at Sioux City, Iowa.

The Phoenix Brewing Co. has been incorporated at West Bay City, Mich., with a capital stock of \$25,000.

The Schuster Brewing Co. at Rochester, Minn., will build this season a large grain storehouse and a boiler room.

The Colonial Brewery at New York City has added a Hercules Bran Packer, made by the Barnard & Leas Mfg. Co.

Ernst Klinkert has resumed the management of his brewery at Racine, Wis., the receiver having been discharged.

The business of the J. B. Smith Malting Co., Cleveland, Ohio, has been placed in the hands of Herbert Taylor as receiver.

The Peter Schoenhofen Brewing Co. at Chicago, Ill., has purchased a Hercules Bran Packer from the Barnard & Leas Mfg. Co.

The Conshohocken Brewing Co. of Conshohocken, Pa., has recently been incorporated with a capital of \$150,000. John Rothacker of Philadelphia, is president.

Neidlinger & Sons have placed in their malting plant at New York City two No. 10 Cyclone Dust Collectors, ordered through the Barnard & Leas Mfg. Co.

The Wacker & Birk Brewing Co. and the McAvoy Brewing Co. at Chicago have each purchased a Hercules Bran Packer, manufactured by the Barnard & Leas Mfg. Co.

It is reported that a stock company is being organized for the purpose of buying the brewery of C. Magnus at Cedar Rapids, Iowa, which will then be materially enlarged.

France has an import duty on barley, in the grain, at the present time, of 57.9 cents per 220.46 pounds, gross weight. In Germany it is 47 cents, and in Austria 37 cents for the same quantity.

Neidlinger & Sons of New York City have leased the malt house of the Parsons Malting Co. at Sodus Point, N. Y. This makes six malt houses which they are operating in the state of New York.

The American Maltine Co. is a new corporation at New York City, with a capital of \$50,000. The directors are Jacob Rupert, Jacob Rupert Jr., Frank Rupert, Geo. Rupert, H. A. Schalk, John G. Gillig and Theo. Weicker.

The brewing company which has been reported as in process of organization at Lansing, Mich., for some time, has been incorporated as the Lansing Brewing Co., with a capital of \$25,000. Lawrence Price is its president.

The Columbia Malting Co., recently organized, has secured a site adjoining the malt house of Albert Schwill & Co. at One Hundred and Third Street, Chicago, and will shortly commence the erection of a plant on the pneumatic system.

According to the last report of the Bureau of Statistics barley malt aggregating 413 bushels was imported in February, against 1,200 bushels in February preceding; and during the eight months ending with February 3,182 bushels, valued at \$2,976, were imported, against 9,299 bushels, valued at \$7,662, imported during the corresponding months ending with February preceding. Of imported barley malt none was exported in February, against

3 bushels in February, 1897; and during the eight months ending with February none was exported, against 4 bushels for the corresponding months preceding.

Forty cars of malt were shipped on March 24 from the malt house of Wm. Rohr's Sons at Manitowoc, Wis., to the Anheuser-Busch Brewing Association at St. Louis. This is the second shipment on a recent large order, and a photograph was taken of the train before it left Manitowoc.

It is reported that the American Malting Co., commonly called the malting trust, has decided on plans for the enlargement of the Kraus-Merkel malt house at Milwaukee from 500,000 to 800,000 bushels. A barley elevator with a capacity of 500,000 bushels is also to be built at once at the corner of South Water and Park streets. At a recent meeting of the directors in New York a quarterly dividend of 1¼ per cent. was declared.

SHORTAGES AND ERRORS IN ELEVATOR ACCOUNTS.

[A paper by J. A. De Muth of Oberlin, Ohio, read at the spring meeting of the Illinois Grain Dealers' Association.]

For the past fourteen years the "American Elevator and Grain Trade" has contained, from time to time, contributions from the writer on the subject of this paper. What I have to say now I have said over and over again, and it is no fault of mine, nor of the editors of the "American Elevator and Grain Trade," that the shortage difficulty still exists. I have all along presented nothing but facts; but as these statements were naturally connected in the minds of my readers with personal motives for making the most of them, if, indeed, I have not often been suspected of stretching points, I am glad now to be able to again repeat these statements at a time when no personal motives enter into the matter and I am able to speak as a disinterested observer of the scrimmage which yet wages.

My connection with the grain business dates back to the time when country shippers' profits were either very much greater than at present, or when terminal elevators were more honestly managed, and the rapid weighing of grain, which has become in these days the boast of some of our large elevators, was still an undeveloped element in the elevator business. Certain it is that in those days our yearly surpluses were larger and the number of complaints fewer than in subsequent years. An incident of these blissful times will illustrate a condition which has prevailed largely among country shippers. Mr. Jones, on the C. W. & M. Ry., was a heavy shipper from his station. His cars were always billed at 24,000 pounds, the then maximum. No complaints had ever been received from Mr. Jones. How he weighed his grain when buying in from farmers we did not know. But Mr. Jones had no fault to find with our weights, until one day in the tail end of a busy season he found occasion to rise. The occasion was this: From a communication from us he learned (without doubt he knew for the first time, so that learned is the correct word), that he had had what many and many a grain shipper has had and forgotten to mention, except, perhaps, to his wife—a surplus. Yea, a goodly surplus. But alas! and we may also add alack! Mr. Jones was doing business in a way that prevented his knowing anything about his surplus until after we had taken it away from him. A mistake had occurred in recording tare weights which made Mr. Jones over about 42 bushels of lovely Amber wheat, and Mr. Smith, on the L. E. & W., short a like amount. We heard from Mr. Smith promptly and straightway mended his nose, and then we lay for a week or ten days for the next car from Mr. Jones. Finally a car came which contained the requisite quality, and from said car we deducted 42 bushels, making all necessary notations of the transaction. After several weeks we notified Mr. Jones of the error and the correction, and then, and not before, were his recalcitrant proclivities manifested. By the same methods which left him unaware of his good luck was he likewise ignorant of the "toll" of 42 bushels.

Of course he was mad. If he had only known he was 42 bushels in, he might have remained in by sending his grain elsewhere; but 'tis ever thus with the slothful.

Now this really seems to be, as, indeed it is, one on the shippers; and as you are all, presumably, shippers, you would prefer to have the horse on the other side. Well, I want to assure you, gentlemen, that I have absolutely reliable records of all sorts of horses on both sides. I read with a smile of our meetings and resolutions galore, of your schemes of tabulating errors—which, by the way, I believe I suggested in the columns of the "American Elevator and Grain Trade" long before you began to hold meetings—and of your sweet contentment with your own relations to this question, just as if without doubt or peradventure the whole blame rested on the elevators at terminal points. I hope you will be patient with me if I seem to scold. There is no reason now why I should be unfair; and as I have documentary evidence (as the boys used to say in hot political discussions) of the facts which I intend to present, I trust that you will accept the inevitable conclusions that, so far as bona fide errors in weighing grain are concerned, it is a matter of six and one-half dozen as between terminal elevators and grain shippers.

From the foregoing it may appear that I have no faith in grain dealers' associations. Far from this. On the contrary, I know from a close study of this matter for years that the concerted action of shippers is the only way of eliminating this evil of short weights. There are two factors in this question which hang together, and not until the first is eliminated can the second be eliminated, though you keep on meeting and resolving and appointing committees until the crack of doom. The first factor is honest errors; the second, dishonest toll taking. Leaky cars, defective scales and all other causes of shortages are tangible; you can put your finger on them; they are realities which can be brought to light. But so long as there is no way of showing absolute proof of correct records the dishonest man has an impregnable fortress for his defense. What would be the result, I should like to know if the business men of a city should send their deposits in to the bank without providing a deposit check against which the bank teller may verify his count. Wouldn't there be inextricable differences? And yet this is what has been going on these many years in the grain business. Mr. Jones dumps his wheat (which is money) into a car, and without any means of clearly establishing the fact that his weights are correct he sends it to the elevator (which is a bank), and the weighman of the elevator (who is the teller of a bank) does exactly as the shipper did—he counts the money, or weighs the wheat, which is the same thing, without keeping a record by which he can prove that he weighed and recorded the weights correctly. Why, of course, under such a stupidly loose system as that we are sure to become entangled in difficulties; and is it to be wondered at that dishonesty is rife? Wouldn't there be dishonesty in bank accounting if business in handling money were conducted on similar lines? And wheat is money. And what's more, it promises to be more of it than does silver—yet it will be a year or two into 1900 before people ship silver to market as they have been shipping wheat these many years.

The L. S. & M. S. Elevators at Toledo are, or were, for many years the terminals for a system of grain houses or small elevators at about 65 of the principal grain points on the line of the road. The problem with agents at these stations was to prevent their houses from falling short; and as nearly all grain from these stations was, for many years, shipped to Toledo, where it was subject to our weights, there was a continual warfare between agents on the road and the Toledo agent in regard to weights. Toledo weighmen were denounced as thieves. The records which I have preserved show conclusively three things: First, that our weighmen made mistakes; second, that shippers made mistakes; third, that many differences could be charged to dishonesty. I wish to say that before the adoption of my check-beam system at the Toledo elevators, there was no definite knowledge as to who were responsible for the shortages which were constantly occurring, and no one seemed to have even dreamed that shippers were over as well as short. The adoption of the check-beam system proved conclusively that while our men were making mistakes, the mistakes were as often in favor of shippers as in favor of our own elevators.

The following is an example of an error in favor of the shipper: From Hanover Waybill No. 8, November 8, 1897, gross weight of car according to our weighman's record in figures was 47,870 pounds; according to his double entry of letters from the check-beam the gross was corrected in the office to 41,870, an error of 6,000 pounds in favor of the shipper. Hanover's billed net was 24,135. Toledo's net after correction in gross was 24,090. The explanation is that the "1" was read as a "7." August 25, 1888, car 6162, gross weight according to our weighman's figures was 40,600, while his double entry in letters called for 45,600. These are

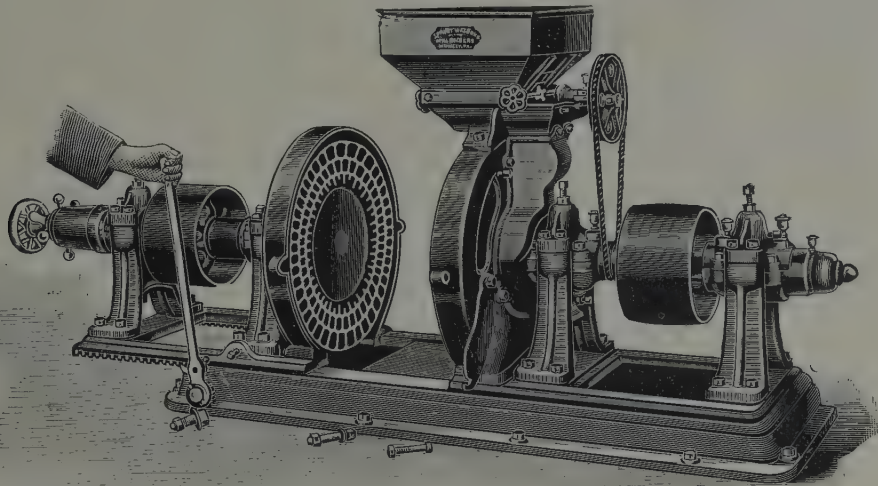
but examples of a great many errors, which occurred as often in favor of shippers as in favor of our own elevators.

The following, now, is a sample of errors which were made by shippers off the line of our road and for which we subsequently found an explanation. A car from Fostoria, O., shipped by Foster Olmstead & Co. was billed at 30,000 pounds. Toledo's corrected net made it 32,890, making a difference in favor of the shipper of nearly 3,000 pounds. We found that this car had been loaded at an elevator where a 50-bushel hopper scale had been used in loading. Nothing is plainer, therefore, than the fact that one hopperful had been loaded into the car and no account taken of the weights.

Durham, one of our grain stations, was one of the most reliable stations on the road, his weights

ages prove (anything) did not often trouble us. From my experience I found that the claims of nearly all shippers could be pigeon-holed. Nearly all claims were weak, because we could see no proof that their weights were correct. The declaration on the part of the shipper that he weighed that car himself didn't carry much weight with it.

The plan of tabulating errors so that big toll taking terminals can be located and posted is a good one; yet there is an element of unfairness in it because every shipper's weight is treated as if it were correct, which of course makes the terminal weight appear incorrect, when in very fact the reverse may be the case—often is the case. If a number of shippers send their grain to a certain elevator and a considerable number of these should



THE MUNCY ATTRITION GRINDING MILL—OPEN.

were generally close. He used, in loading, a grain cart which averaged 1,476 pounds to the load. July 31, 1886, he shipped to Toledo a car to close the account of a shipper which he billed at 28,050. Our corrected weight was 31,040 pounds, making a difference of 2,990 pounds, the amount of two of his cartloads at 1,495 each. The explanation is that he dumped two cartloads into the car and neglected to make a record of the weights.

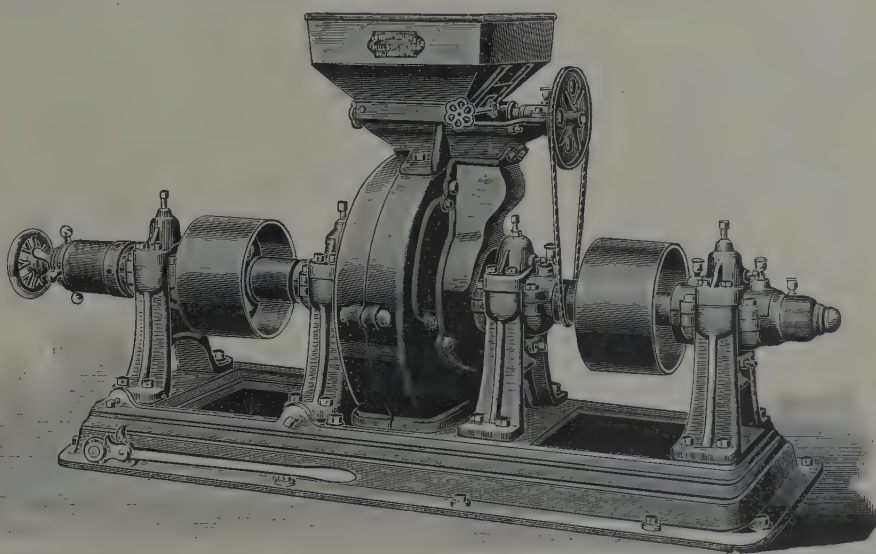
At another of our grain stations, where track scales were used, the following interesting error occurred: Eaton Rapids (W. B., Oct. 15, 1886) billed us a car of wheat at 37,200 pounds net. Toledo's net was 39,640, a surplus of 2,440 pounds. I telegraphed for his gross and tare weights, which were as follows: Eaton Rapids, gross 60,250, Toledo 60,210; Eaton Rapids tare, 23,050; Toledo 20,570. The car records would have given us a hint in this case if our weights had not been proved by the double entry, for we read therein that "D" cars from number 3,000 to 3,399 inclusive, weighed when they were built from 20,250 to 20,650. An empty car of this series could not, therefore, weigh 23,000. Now, this is the way the Eaton Rapids weighman did it. (I have records of many instances where practically the same thing has happened with our weighmen.) He was a rapid weighman—was this Eaton Rapids weighman—and instead of reading the figures on one beam and setting them down, then reading the figures on the other and setting them down, he reads thus: "T-w-e-n-t-y-three-fifty," and then goes to his book and sets down twenty-three-fifty, instead of twenty-three fifty.

But I must not tax your patience too much. It seems to me—as it perhaps does to others who read the "American Elevator and Grain Trade," and who does not?—that I have already worn these examples to frazzles. But what is puzzling about the results is the fact that while large grain elevators East, West, North and South have availed themselves of the improvements in scale beams, the grain shippers have largely ignored these common sense precautions. This statement is based on royalties which I have received from scalemakers from time to time, and is pretty clear evidence, I think, that shippers have not shown as ready a disposition to avail themselves of improved methods as the large grain elevators. To be sure, there are other devices on the market, and I have not by any means a record of all grain shippers who have kept abreast of the times in this respect; but the inference is reasonable that statements of sales of the other devices would, in the main, show like results.

I believe thoroughly in the plan of concerted action. Single shippers can do nothing for themselves unless they command a large business and stand in with those who have influence. As I have stated elsewhere, my former position brought me in touch with short shippers. Those who were over (and there must have been as many of this class before the double entry system was used, if aver-

fall short, the posting of these shortages would naturally be a reflection on the honesty of the terminal elevator, whereas the short shippers themselves may be to blame. Some way must be devised to verify weights before the grain is elevated or has lost its identity. Cars should be billed at actual weight and a card showing this weight should be tacked on the inside of the car door.

The plan of fifteen or twenty years ago, when a shipper's grain was weighed in by men who were not intelligent enough to hold even a very subordinate position in any sort of office work, has seen its day. The absurdity of entrusting such an important function as weigh-



THE MUNCY ATTRITION GRINDING MILL.

ing grain to men of hazy intellects has become glaring in these days and it has come to pass that shippers and receivers are recognizing more and more the fact that weighing grain is weighing money.

The University of Illinois Agricultural Experiment Station has published a bulletin containing the results of an investigation carried on by the department of economics on the cost of production of corn and oats in Illinois in 1896. The results of the inquiry tend to prove that the average cost of production, and particularly the average cost per bushel, is much less than is commonly thought. In the case of corn the cost per bushel as estimated by the Illinois Department of Agriculture in 1886 was 42 cents. As estimated by the United States Department of Agriculture in 1893 it was 38 cents, while the estimate reached as a result of this investigation was 19 cents.

THE MUNCY ATTRITION GRINDING MILL.

The demand for attrition mills seems to be on the increase, and the operative miller is glad of it because it reduces the amount of burr dressing to be done. A new attrition mill recently put on the market is the Muncy, made by Sprout, Waldron & Co. of Muncy, Pa. It consists of two fast running heads, on which are bolted sections of grinding plates made of the toughest and hardest metal, all ground to a perfect uniform size and thickness. On these plates are cast honeycomb V-shaped projections with the smallest end cast to the plate. Being this shape these projections keep sharp much longer than they would otherwise. When they become dull on the cutting edge the cross belt can be changed to the opposite pulley, reversing the motion of the cutter heads, and thus securing a sharper edge on the grinding projections. When it becomes necessary to renew the grinding plates they can be unbolted from the runner plate and new ones substituted.

These grinding heads run at a high speed in opposite directions, thus bringing the material to be ground in violent contact. This, together with the grinding plates will reduce the material to any degree of fineness desired, and lessen materially the work to be done with the grinding parts.

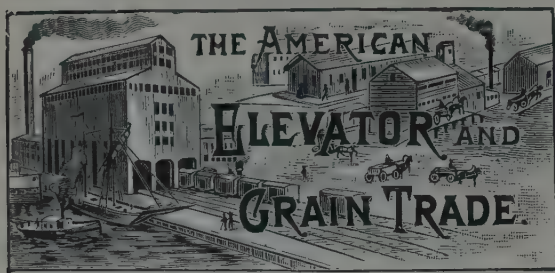
One of the cuts shows the mill ready for grinding; the other shows it open ready to remove and renew the plates. One of the runner heads is mounted on a double base. The upper base is provided with a V-shaped track planed and fitted to a guide similar to that of an iron lathe. On the upper base are cast two parallel cog sections meshing into pinions mounted on a cross shaft, which in turn is operated by a hand lever on the side of the machine. By removing two machine bolts and turning three T bolts one of the runner heads can be run back as seen in the cut, easily and quickly. There is a hand hole on the back of each runner shell covered by movable caps. When the caps are turned down as shown in cut, there is free access to the bolts holding the grinding plates.

It is quite necessary to open a machine of this type from time to time for inspection, as well as changing plates. By the novel and perfect construction of this machine it can be opened and closed without removing driving belts, and when bolted together the two runner heads will always come in perfect face with each other. The pedestals, supporting the self-oiling bearings, are provided with set screws to adjust them in case the one bearing should wear the least bit more than the other; thus changing the face of the runner plates proportionately. With these combinations the operator can keep the disks running positively true.

The mill is provided with an end-shake, force feed, which is simple, perfect and noiseless. Patent ball-bearings are used at both ends of the mill. This bearing consists of steel balls running between two highly tempered steel disks, greatly increasing the capacity of the mill, lessening the power required, and reducing the friction to a minimum.

The mill contains two springs, one of which has sufficient tension at all times to keep the heads from drifting together when running empty, and the other to prevent serious damage should any iron or other hard substance enter the mill. It is said to be a very fast grinder. The makers have so much confidence in the mill that they offer to sell it on trial.

Grain dealers of Washington, who held their wheat after March 1 for a higher price, were obliged to pay the assessor at the rate of about 1¼ cents per bushel.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1898.

Kansas City is suffering at the hands of grain thieves, who break open cars standing on the tracks and help themselves. If rail carriers were required to deliver amount received at destination they would guard their cars more carefully.

Once again the elevator men of the Northwest have been petitioned to lend wheat to farmers for seed. As they loaned much in preceding years which the farmers have forgotten to repay, they will be justified in hesitating to make new loans.

The corn cribs of Carroll County, Indiana, are said to be infested with so many rats that the cribbers despair of saving much of their corn. The rats came in an army and captured the cribs, despite the interference of men and dogs. They are a large brown species and very vicious.

Grain is more than 70 per cent. of the freight transported by the granger roads. Their charters require that they shall provide depots for storing and handling freight. Why are they not required to provide at least grain depots at terminals? Why do they not provide depot facilities as agreed? Are they paid well to do otherwise?

The Illinois Central Railroad Company has been cited to appear before the Iowa Railway Commissioners for refusing to accept grain for shipment to points on the M. & St. L. Ry. in Iowa. The company claims that the grain is not intended to be unloaded at Iowa points, but is destined for Minneapolis, the purpose of the false billing being to deprive it of its just share

of the joint haul. It seems reasonable that a shipper should be permitted to route grain as he desires.

Even the farmers of the Southern States have planted more wheat than usual. If the farmers of other countries having an exportable surplus of wheat increase their acreage as much, as those of the United States seem to be determined to do, the prevailing prices are likely to be very low.

Grain elevator men along the Wabash in Illinois have been requested to paint their elevators slate color, like the depots and other railroad buildings. If the Wabash was disposed to fulfill the requirements of its charter, it could pay for the painting of the elevators along its line as well as their construction and operation.

The threatened war with Spain is being credited with causing the unusual activity in our exports of coarse grains. Some dealers seem to think a war would be a good thing for the grain trade, but they overlook the danger to our commerce. The advance in insurance rates would probably bar our grain from many foreign markets.

The Kansas City Board of Trade is compiling data relating to shipments of grain in old and new cars, and hopes to be able to credit the old cars with a large percentage of the shortages. A special committee has been appointed to induce the carriers to furnish better cars for transporting grain in order to prevent the spilling of grain along the tracks.

Ohio grain men are still working to knock out the half-bushel grain tester law, and they hope to be able to induce the Supreme Court to declare it unconstitutional before the new crop begins to move. The law is unreasonable in its requirements, and discriminates against grain sellers who are not growers. It is a species of class legislation that no state can afford to permit.

A correspondent of the Michigan Farmer of Detroit protests against the use of grain testers in buying grain from farmers and advocates the enactment of a law forbidding their use. The opposition to the grain tester is prompted by narrow-minded prejudice. Not by reason or facts. The tester serves to encourage the farmer who markets clean, heavy grain and to discourage the shiftless shirk who wants top prices for dirty, lightweight grain.

Grain is often stolen from country elevators without the operator learning of it, and it is not to be wondered at, for a night watchman is seldom employed. A favorite method of effecting entrance is from underneath, so all tracks can be covered and nothing be left to arouse the suspicion of the elevator man. This was practiced at Belleville, Illinois, recently, until the manager was puzzled by a big shortage. In looking about he found a number of sacks filled with grain under his elevator. Elevators are generally so far from inhabited structures, and so seldom visited at night, that thieves can generally enter them without fear of being apprehended.

WILL WORK FOR REPEAL OF WAREHOUSE LAW.

Country grain buyers and millers of the middle states are feeling more and more the deleterious effect of the pernicious practice legalized by the amendment to the warehouse laws enacted by the Illinois legislature at its last regular session. The public elevator men of Illinois, who were by that amendment permitted to deal in grain, contrary to the intent and spirit of the state constitution, are using their positions as licensed custodians of the public's grain to advance their interests as private grain dealers. They are rapidly crowding all others out of the business, and will soon have a monopoly of the trade. They seek to monopolize the trade not only at Chicago but at points along the lines of the granger roads as well. Their greed knows no bounds, and the new law enacted by very wise, honest and just statesmen provides none. When all others are driven out of the trade the elevator men will have a free hand to govern prices as suits them.

The Illinois Grain Dealers' Association will make a vigorous attempt to have the amendment repealed, and the public elevator men specifically denied the privilege of dealing in grain. The association has considerable influence, but it will need all the help the dealers in neighboring states can give it to succeed. The entire trade is feeling the domineering influence of the custodians, who are dealing in grain, and doubtless assistance will be readily granted to stop dealing in grain by public elevator men.

TO AMEND ILLINOIS LANDLORD LIEN LAW.

The Illinois Grain Dealers' Association is preparing to do more work in the next legislature than has been attempted any time heretofore. Although there is some difference of opinion as to what is needed in the way of an amendment to the landlord lien law, there seems to be a firm determination on the part of a few to work for an amendment. Others are just as pronounced against any change; they think the present law, supported by the decisions of the courts, is sufficient to protect regular dealers from being imposed upon by scheming landlords.

It is not encouraging for a regular dealer to be called upon to pay for grain a second time. The margin of profit is too small; he cannot afford it. The law was enacted for the benefit of the innocent landlord, whose tenants persist in beating him out of the rent, but it has been used by many landlords to mulct the regular grain dealer. An incident of this kind came to light at the recent meeting of the Illinois Grain Dealers' Association. The landlord was trying to exact \$387 from the dealer, who had bought the tenant's grain, which was incumbered to this amount for rent. The case seemed to be a clear one against the grain dealer until he remarked that the agent of the landlord who leased land to the tenant had been aware of tenant's hauling grain to dealer's elevator, and took no steps to stop him or to warn the dealer not to pay for the grain. Such neglect of duty on the part of the landlord's

agent makes him a participant in the defrauding of the landlord and relieves the elevator man of responsibility. So the elevator man will fight the suit instead of paying.

If the country grain buyers had a clearer understanding of the landlord lien laws they would oftener stand for their rights; now they seem to be perfectly willing to stand and deliver whatever the landlord asks. If they would read more regarding the experience of others along this line as well as confer with their brother dealers at the conventions they would not be imposed upon so often. Before any changes in the law are recommended a study of its provisions and of the grain buyers' rights under the decisions rendered would be advisable.

AGAINST PATRONIZING IRREGULAR SHIPPERS.

The persistent efforts of the regular country grain shippers to induce city buyers and receivers to confine their business to shippers regularly engaged in the grain business has met with a fair measure of success, although not well managed. The receivers and buyers who have been educated to a clear conception of the existing difference between a regular and irregular shipper have experienced some difficulty in learning what dealers were regular. If the regular country shippers would advertise their business and especially the kinds and grades of grain they were prepared to ship they would build up a moral sentiment against patronizing irregular dealers, assist receivers to a knowledge of who is regular and at the same time increase their business.

To many city buyers the terms "regular" and "irregular" grain shippers are meaningless. They have not heard of the earnest efforts of those continuously engaged in the grain business to obtain relief from competition with shippers who have no capital invested in facilities for receiving grain from farmers, cleaning, storing and spouting into cars and who engage in the grain shipping business at irregular periods when they think they see a profit in the business.

The regular shipper keeps open house for the receipt of grain the year round; he provides depot facilities for bulk grain at his own expense; his investment and desire for future business prompt him to treat the farmer with fairness, and it is far better for the farmer that he be encouraged to continue in business. It is also to the advantage of the city buyer and receiver to encourage him and confine their business to this class of shippers, for they are reliable and responsible and understand how to conduct the business intelligently. Bulldozing methods, however, are not likely to win in the long run, at least it would seem better to use the influence of large numbers only when reason and petition had failed to induce buyers and receivers to confine their bids to regular country shippers.

A moral sentiment against doing business with traveling scoop-shovel men and other irregular shippers can be built up by constant agitation and by advertising the businesses of the regular shippers. When it is established receivers and terminal buyers will involuntarily refuse to do business with others; they will fear

to, because they will know of the irresponsibility of such shippers.

THE METRIC SYSTEM.

The metric system is gaining friends faster in the United Kingdom than in the United States, or at least it seems so from recent occurrences in Great Britain. At a recent meeting of the Association of Chambers of Commerce in London, a resolution was adopted declaring in favor of a law providing for the adoption of the metric system of weights and measures within some limited period. At the last session of Parliament its use was legalized, and merchants having an export trade have found the system so much more convenient than the jumble of weights and measures used at home, that they are working earnestly to secure its enforced use at home.

The United States merchants are greatly handicapped in their foreign trade by our arbitrary weights and measures, which have no relation to each other nor anything else, and would gladly substitute the metric system for them. The amount of clerical work necessary to carry on business and the opportunities for error would be greatly reduced. A bill providing for the enforced adoption of the system by some of the Government departments in 1900 is now pending before the House and may become a law. That the system is needed is readily acknowledged by 99 out of every 100 persons who understand its advantages.

SEEKING MORE SATISFACTORY WEIGHTS.

The Kansas City Board of Trade has a committee working with a similar committee from the Grain Dealers' Association of Kansas, to ascertain the most satisfactory way of weighing grain at terminals. We wish to say that the only satisfactory and fair way is to provide reliable scales which will weigh accurately, keep them in order and in charge of an honest man who will and can weigh correctly. As long as the custodians of the public's grain are permitted to deal in the grain stored in their houses so long will the trade have to bear the expense of two weighmen at each elevator.

When the public elevators are put in charge of disinterested parties and the shrinkage of grain in store borne by the grain owners, there will be some chance of grain being weighed accurately and the amounts recorded correctly. Weighmen should be required to take their books to the scale beam and to record the weights therein, while standing before the beam. Keeping the weighbook on a hanging desk in the middle of the scale floor, and walking 50 to 75 feet between the times of reading and recording the weight, will insure many errors in recording, yet this is permitted in Chicago elevators.

Another defect in the weighing facilities of some terminal elevators is the small hopper scales used. Some terminal elevators of Chicago, and several of Buffalo, have scale hoppers so small they cannot weigh a carload at one draft. A number of complaints of shortages in shipments unloaded at one of these Chicago elevators have been filed with the Grain Dealers' National Association, so its weights are not

noted for correctness. Using a scale with a hopper so small that a carload must be weighed in two drafts increases the opportunity for errors in weighing and in recording weights just 50 per cent., and surely some of the opportunities must unknowingly be taken advantage of by the weighmen, to the loss of the country shipper as well as the terminal elevator. It is to be hoped the Kansas committees will protest vigorously against the use at terminals of scales which cannot weigh a carload at a time.

TRANSFER CHARGES AT BUFFALO.

Buffalo's avaricious elevator men will not relinquish their hold on the grain trade if they can possibly avoid it. One of them made a bluff at doing so long before the season of navigation had opened, but when the grain commenced to move toward Buffalo, he, with the others, was willing to agree to charge at least five-eighths of a cent for all grain transferred from lake vessels.

The threat made by Mr. Kellogg last month to reduce the charge to one-eighth of a cent per bushel scared the recalcitrant elevator men into accepting a temporary truce, which will no doubt be followed by a revival of the old agreement to bleed the trade to the extent of seven-eighths of a cent a bushel on all grain shipped via Buffalo.

While the greedy elevator men are scheming to exact all they can from grain shippers using that route, the New York Legislature and the New York Chamber of Commerce have been working to secure the improvement of the canal and the cheapening of that route so as to divert export grain to the Erie canal route. Unless the Buffalo elevator men reduce rates soon and keep them down, some more of the Western elevator men, who are permitted to deal in the public's grain, will erect elevators at that port. The Chicago elevator men especially are not disposed to submit to exactions, when they become as heavy as the Buffalo elevator charges.

An effort will also be made to reduce the New York harbor charges, but at the same time the charges all along the St. Lawrence route are being reduced and the Parry Sound route is being prepared for a large share of the business. It is to be regretted that the Empire State has not had a legislator shrewd enough to see what was needed and influential enough to secure it. If the pool is able to maintain the old rates, shippers who have no elevator at Buffalo or Chicago cannot compete with those who have.

Peoria grain men are still striving to prevent the state getting control of the inspection of grain in that market. In fairness to the interested parties the grain dealers should be permitted to select their own system of grain inspection.

The demand for corn flour and white corn products has increased so much that the cereal millers have experienced some difficulty in obtaining as much choice white corn as needed. Consequently they are circulating much printed matter in hope of inducing farmers to raise more white corn.

EDITORIAL MENTION

Duluth is ambitious to become a corn option market.

Our foreign trade in oats is increasing rapidly and that, too, without the assistance of a propaganda.

It seems that the Chicago public elevator man who for a time was straining every nerve to break up the bull combine on wheat finally abandoned his project.

The freight agents of the Eastern trunk lines made an attempt recently to maintain tariff rates, but in a short time were accepting whatever rates it was necessary to grant in order to move the grain.

If the grain commission men are crowded out of business by the public elevator men, will they solicit shipments from farmers? If they solicit such shipments, will the public elevator men also solicit shipments from farmers?

Ohio grain dealers should keep a vigilant watch of the Snyder Bill. The legislators may denounce the bill and then be influenced by the politicians and the hungry horde of office-seekers to vote for it. The demand for sinecures is unlimited, even in the state of Ohio.

Once again has Leiter refused to accept skin grade wheat from a public elevator run in the interests of the operator, and yet it is said public elevator men never attempt to use their positions as custodians of the public's grain to advance their own interests. The warehouse bill must be repealed.

A bucketshop keeper at Fort Smith, Ark., when arrested recently for gambling in options, plead that he kept a bucket shop and was in no way connected with any board of trade, hence was not amenable to the law. It is not often these sharpers acknowledge their methods of doing the public.

The movement of grain during the last month has been unusually heavy, and some of the Western roads have been unable to supply the grain shippers along their lines with the cars needed, consequently grain has been delayed at initial points. However, the carriers have not paid a cent demurrage for the delay; they do not believe in the reciprocal demurrage charge.

Nading Brothers of Columbus, Indiana, have been indicted by the grand jury for purchasing corn at illegal weight. It is alleged that they took 70 pounds for a bushel until January 1. The new law makes it unlawful to take more than 68 pounds after December 1. This is decidedly unfair to the dealers of the state, but they can easily get around the law by refusing to buy grain by the bushel. They can buy by the pound or the cental, and pay prices which

conform to those ruling in grain markets outside the state.

At last the country towns are beginning to comprehend the iniquity of bucketshop dealing and are enacting ordinances against bucketshops and dealing in futures. It would be to the profit of every town if it would enact and enforce ordinances against the bucketshop system of robbing its citizens.

Secretary Stone's address made before the Illinois grain dealers, against railroad pooling, has elicited considerable criticism from railroad men, who are anxious to rob the Interstate Commerce law of the little force left to it. Such criticism should recommend the address to the favor of every grain shipper.

We have lately received a sample of Colorado No. 2 wheat in which 5 per cent. of the grains were broken. Either the machines used for thrashing and cleaning were originally designed to grind ore or those in charge of them knew nothing regarding their adjustment and operation. It requires intelligent direction to operate properly even a thrashing machine.

Grain shippers and boat owners at Western lake ports had their annual controversy over the sailing of grain-laden vessels. The shippers were anxious to have their grain moved and the vesselmen feared the ice in the straits. The trouble could be avoided by having the Lake Vessel Owners' Association declare officially each season the opening of navigation.

The farmers of the Canadian Northwest and the millers of Ontario are under the impression that the elevator men of Manitoba control prices by shutting their elevators and refusing to buy. The agitation, prompted probably by unfairness in a few isolated cases and persistent work by agriculturists, is unfortunate for the elevator men, and may result in the railroads being required to furnish facilities at each station for loading grain into cars.

There is a movement now on foot to secure a reform in the method of grading all grain. It is proposed to reduce the work to an exact science, to eliminate all guessing by inspectors and to base gradings upon facts, not opinions. When the new rules have been perfected and adopted by the principal markets, country shippers will profit greatly by cleaning thoroughly all grain before shipment. In fact, it will be much more profitable than at present for them to clean it and keep the dirt at home.

The manager of the Cleveland Car Service Association has compiled a table, showing the average detention of cars by railroads and consignees at Cleveland during February. On three roads the average detention by the railroad exceeding the detention by consignee, and on one road the detention by railroad was nearly double the detention by consignee. The average detention by all the roads was less than by consignees, but more than double their average detention during February, 1897. Now that the railroads have acknowledged that they are responsible for some of the delays they

should agree to pay the same charge for delays as is levied against consignees. The one-sided charge has been enforced long enough.

Poor Indian corn has discouraging prospects for the future. Its friends commenced a propaganda to extend its use for food in Europe, even at the expense of wheat, but, alas! some of its champions are deserting. They have found a new idol and with impressive eclat shout, "Great is Kaffir Corn, King of the Cereals."

A justice at Bloomington, Ill., has recognized the fairness of the country elevator man's charge for storage and rendered a verdict for the plaintiff in a suit brought to collect storage. It is to be regretted that the elevator men did not charge for storage when they begun to grant this favor to the farmer. His storage room is of much value to him, hence he cannot afford to give it away.

It is now said that the Port Arthur route will soon be used by grain shippers of Central and Northwest Iowa for sending grain abroad. In the fight of the railroads for the grain carrying trade of the district mentioned the public elevator men will be given a lower rate and the interests of all country shippers and receivers will be sacrificed if necessary to control the movement of the grain.

The grain dealers of Great Britain are getting together and striving to keep freight rates on grain down to a reasonable figure. At a recent meeting of the Nottingham and District Grain Trade Association the principal matter discussed was for the rebate of overcharges which have been standing since 1892. It would appear from this that British carriers are not more hasty than American in settling claims.

A communication from the Superintendent of the Cincinnati Chamber of Commerce, published in this number, shows that we were misinformed regarding the stand taken by that body in relation to the Snyder bill now before the Ohio State Legislature. We are glad to make the correction, and we trust the Chamber of Commerce will keep actively at work until the defeat of the Snyder Bill is assured.

According to the report of the Bureau of Statistics, breadstuffs exported during the nine months ending March 31, 1898, were valued at \$229,893,138, against an amount valued at \$153,805,689, for a like period ending March, 1897. The value of the breadstuff exports for March was \$24,497,965, against \$15,802,561 for March, 1897. The exports of the various grains for the nine months ending March, 1898, compared with the same period of the preceding year, were as follows: Wheat, 110,239,415, against 67,696,933 bushels; corn, 138,905,937, against 135,634,231 bushels; oats, 51,479,847, against 26,043,882 bushels; barley, 9,872,174, against 15,648,090 bushels; rye, 10,545,238, against 5,739,194 bushels; corn meal, 658,782, against 340,325 barrels; wheat flour, 11,926,734, against 11,995,451 barrels; oatmeal, 57,560,943, against 35,599,062 pounds. The amounts exported in March, compared with March, 1897, were as follows: Wheat, 8,813,853, against

2,887,854 bushels; corn, 18,348,574, against 25,187,243 bushels; oats, 5,247,180, against 2,444,639 bushels; barley, 623,829, against 1,052,921 bushels; rye, 1,186,349, against 438,983 bushels; wheat flour, 1,476,828, against 1,114,193 barrels; corn meal, 98,688, against 68,845 barrels; oatmeal, 8,608,379, against 4,369,643 pounds.

When country shippers are looking about for the true cause of shortages in their shipments they should not overlook their own loading scales. A thorough inspection of scales located on the upper floors, at least once a month, will prevent many misunderstandings. The sagging of an elevator, due to the placing of grain in one side of the house, is often sufficient to prevent the scales weighing accurately.

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

According to the last report of the Bureau of Statistics, the total value of breadstuffs imported in February was \$105,045, against \$154,693 for February, 1897; and during the eight months ending with February the valuation of the imports was \$2,636,129, against \$1,759,987 for the same time of 1896-97.

Barley amounting to 2 bushels was imported in February, against 172,934 bushels in February, 1897; and during the eight months ending with February 124,697 bushels were imported, against 894,374 bushels for the same time of 1896-97.

Corn aggregating 108 bushels was imported in February, against 843 bushels in February, 1897; and during the eight months ending with February 2,814 bushels were imported, against 5,151 bushels for the same time of 1896-97.

Oats amounting to 103 bushels was imported in February, against 1,166 bushels in February preceding, and during the eight months ending with February 4,269 bushels were imported, against 32,961 bushels for the same time of 1896-97.

There was no rye imported in February, and none in February, 1897; and during the eight months ending with February 32,935 bushels were imported, against 70 bushels for the same time of 1896-97.

Wheat amounting to 19 bushels was imported in February, against 172 bushels in February, 1897; and during the eight months ending with February 1,931,729 bushels were imported, against 949,653 bushels for the corresponding time of 1896-97. Of imported breadstuffs we exported an amount valued at \$730 in February, against \$421 for February, 1897; and during the eight months ending with February the value of the exports was \$1,677,311, against \$695,444 for the same time of 1896-97.

Of imported barley none was exported in February, 1898 or 1897; none was exported during the eight months ending with February, against 9,476 bushels for the same time of 1896-97.

Of imported oats none was exported in February, 1898 or 1897; none was exported during the eight months ending with February, against 19,202 bushels for the same time of 1896-97.

Of imported wheat none was exported in February, 1898 or 1897; and during the eight months ending with February 1,762,388 bushels were exported, against 913,637 bushels for the same time of 1896-97.

In the manufacture of glucose 35,000,000 bushels of corn are consumed annually.

The unsettled feeling throughout the country regarding the complications with Spain are insignificant compared with the irregularity in railroad freights and the scheming of the agents for the property to be shipped.—Trade Bulletin.

While the nominal cash price at the Leiter office has been 10 cents over May, the millers' demand everywhere has been met. The consumer who wanted grain to grind found he could get the wheat cheaper from the big Chicago holder than he could from anybody else.—Journal, Peoria, Ill.

Trade Notes

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., write us that their business has more than trebled.

The Great Western Manufacturing Co. of Leavenworth, Kans., has been especially busy since the first of the year, both at the home plant and at the branch house at Kansas City, Mo.

The general offices of the National Association of Manufacturers, including the office of the President, Theodore C. Search, have been removed from No. 1743 North Fourth Street, Philadelphia, to the Bourse Building.

Manchester, England, now boasts of having one of the largest elevators in the world. It has a capacity of 1,500,000 bushels, and was built by John S. Metcalf & Co. of Chicago. The elevator is 448x80 feet, and can unload grain from vessels at the rate of 12,000 bushels an hour. All the machinery was supplied by the Webster Mfg. Co. of Chicago.

We have received a late catalogue showing illustrations of different styles of high pressure tubular boilers as built by The Murray Iron Works Co. of Burlington, Iowa. The catalogue is a handsome brochure printed on extra heavy book paper, and on account of the artistic illustrations of the company's boilers, will be of unusual interest to boiler users.

The Western Engineering and Construction Company is a new company formed at Chicago for the purpose of engaging in the building of grain elevators and all classes of heavy plants. John P. Dales is president of the company and C. M. Seckner is secretary and treasurer. Mr. Seckner was, until recently, president of the Seckner Contracting Co. of Chicago, and has been identified with the grain elevator construction business for a great many years. A large number of grain elevators in the central and western states have been built under his supervision, both large and small plants. The new company will make a specialty of this class of work and is prepared to furnish estimates and to construct any capacity of grain elevator in as short time as is compatible with first-class work.

The Webster Mfg. Co., Chicago, has issued a new catalogue of its gas and gasoline engines. It is standard size, 6x9, has an artistic cover in two shades of green, and the title "The Webster Vertical Engine for Gas or Gasoline" is embossed. The catalogue is replete with cuts showing how the engines are built, and the work they do in different plants. It contains also a number of testimonials from firms who have used this engine. The material of which the engine is built is also described in its various parts, giving measurements and sizes, so that the customer contemplating the purchase of an engine may have placed before him in as clear a manner as possible all the various details of the engine. The catalogue also contains a very handsome picture of the company's plant at Western Avenue and Fifteenth Street, giving a good view of the works and the large force of skilled mechanics employed.

The Port Arthur Channel & Dock Company has been organized to build a 500,000-bushel grain elevator at Port Arthur, Texas. After considerable competition with other elevator builders, the design of The Barnett & Record Company's engineer, E. Lee Heidenreich, was adopted, although the cost of this design exceeded the others by nearly \$40,000. The plant contemplates a receiving capacity of 150 cars per day, a shipping capacity to vessels of 350,000 bushels per day, and a sacking capacity of 100,000 bushels per day. The elevator will be equipped with exceptionally modern appurtenances tending to reduce the operating expenses to a minimum at some increase in the initial outlay. The engine is of the Corliss type, surface condensing, arranged for salt water supply. The floor sweeper and dust collecting apparatus is the most complete ever designed. There are eight elevator legs in the building, and a total of 2,400 feet of belt conveyors, with a capacity of loading two vessels simultane-

ously in two hatches each; each vessel receiving 15,000 bushels per hour. Work was commenced 72 hours after the contract was let, and is being pushed with the utmost speed.

The Western Elevator Construction Co. of Conway, Kans., write us that as a result of the article in our last number, illustrating and describing their portable elevators and grain handling plants, they have received inquiries from Manitoba south to Texas and east to Pennsylvania. This they interpret as indicating that the country grain dealers recognize a good thing when they see it. Their advertisement in this number, regarding orders for machines being made conditional on the new wheat crop, will doubtless interest many.

QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

No. 00. Is Carrier Liable for Agent's Error?

Does anyone know of a precedent by which to decide a question of dispute with a railroad company, as follows? The railroad's local agent gave us a rate (which proved to be wrong) to a certain point, and we accordingly contracted with a receiver to deliver a large amount of hay (50 cars). About the time we had nearly finished our contract the railroad company discovered that an error had been made in the rate and they raised it to what they claimed it should be. We had at the time several cars en route, and someone erased the rate given by the agent and substituted a higher rate on the bills of lading. Can we not claim damages, or at least compel the railroad to transport our hay as per our contract with the receiver, at the rate given by the agent? The railroad company takes the stand that their rates are fixed by law, and in case they had charged us a rate too high instead of too low, we could have recovered the overcharge; therefore they are entitled to their freight charges at correct rate. We do not deny this, but do claim that we based our contract figures on the rate given us by the company's agent, and had no means of knowing that it was not correct, therefore the company is liable to us for the loss. We realize, of course, that we cannot compel the road to haul hay at a different rate than that fixed by law, but as the mistake was the company's we should think there would be some redress for us. We would like to hear from anyone who has knowledge of a precedent. We want to fight this out, but have not as yet been able to get a positive opinion from an attorney.—OXFORD PACKING WORKS, Oxford, Pa.

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending April 9, as compared with same weeks last year, have been as follows:

Articles.	For week ending April 9. April 10.		For week ending April 2. April 3.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	1,895,000	540,000	1,375,000	1,022,000
Corn, bushels.....	4,136,000	4,199,000	4,349,000	4,406,000
Oats, bushels.....	933,000	406,000	1,552,000	738,000
Rye, bushels.....	277,000	56,000	218,000	66,000
Flour, barrels.....	292,200	160,500	345,800	282,200

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 10 months ending with March, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1897-98.	1896-97.	1897-98.	1896-97.
August.....	813,160	1,770,160	299,108	1,060,659
September.....	696,000	1,627,480	557,895	1,399,514
October.....	424,500	2,014,920	373,312	515,159
November.....	671,870	874,640	437,218	259,916
December.....	436,648	643,272	486,379	238,865
January.....	189,980	362,500	162,128	230,267
February.....	180,960	344,520	88,523	137,185
March.....	212,331	307,980	166,961	207,725
April.....		176,900		524,527
May.....		164,720		782,273
June.....		290,000		141,478
July.....		251,720		134,445
Total bushels.....	3,624,609	8,828,812	2,561,534	5,682,01

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since March 15, has been as follows:

March.	NO. 2 R.W. WHT.		NO. 2 SPO. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15	102½	102½					26½	26½	49¼	49¼		
16					28½	28½	25½	25½	48¾	48¾		
17	101	101			28¾	28¾			48¾	48¾		
18	100½	102½							49¼	49¼		
19	103½	103½										
20	102	102			28½	28½	26	26	49	49		
21	103	103½			29	29			49	49	117½	117½
22	103	103½			28¾	28¾			49	49	117½	117½
23	102	102							48¾	48¾		
24	100½	100½			28½	28½			49	49		
25	100½	100½			28¾	28¾			49	49		
26	100½	100½										
27												
28	101	101			28½	28½			49½	49½		
29	101	101½			28¾	28¾	25	25	49¼	49¼	117	117
30	101	102			29	29						
31	100½								49¾	49¾	115¾	115¾
April.												
1	101	102					25	25	50	50	116½	116½
2	102½	103			29¼	29¼	25½	25½	50¼	50¼		
3												
4					29½	29½	25½	25½	50¼	50¼		
5												
6	103½				29½	29½			51	51	119	119
7					29½	29½	25½	25½	51½	51½		
8					29½	29½			51¼	51¼		
9					30	30	26¾	27	51½	51½		
10												
11	104½	104½					25½	26	51	51½	120½	120½
12	105	105			29½	29½	26	26½	51½	52		
13					30¼	30¼	26½	26¾				
14												

*Holiday.
During the week ending with March 19 Prime Contract Timothy Seed sold at \$2.80@2.92½ per cental; Prime Contract Clover Seed at \$4.60@4.85; Hungarian at \$0.60@0.95; German Millet at \$0.75@1.00; buckwheat at \$0.55@0.70 per 100 pounds.

During the week ending March 26 Prime Contract Timothy Seed sold at \$2.80@2.85 per cental; Prime Contract Clover Seed at \$4.50@4.70; Hungarian at \$0.60@0.75; German Millet at \$0.75@1.00; buckwheat at \$0.55@0.90 per 100 pounds.

During the week ending April 2 Prime Contract Timothy Seed sold at \$2.80@2.92½ per cental; Prime Contract Clover Seed at \$4.55@4.60; Hungarian at \$0.60@0.75; German Millet at \$0.75@1.00; buckwheat at \$0.55@0.70 per 100 pounds.

During the week ending April 9 Prime Contract Timothy Seed sold at \$2.70@2.77½ per cental; Prime Contract Clover Seed at \$4.55@4.77½; Hungarian at \$0.60@0.75; German Millet at \$0.75@1.00; buckwheat at \$0.55@0.70 per 100 pounds.

RECEIPTS AND SHIPMENTS AT CLEVELAND.

The receipts and shipments of grain, hay, etc., at Cleveland, Ohio, during the month of March, 1898, as compared with the same period of the preceding year, were, according to F. A. Scott, assistant secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	253,461	19,205	276,278	114,412
Corn, bushels.....	708,324	63,818	811,246	2,022
Oats, bushels.....	421,866	84,066	217,136	None.
Barley, bushels.....	91,463	32,237	None.	281
Rye and other cereals...	20,960	2,970	6,100	3,779
Hay, tons.....				
Flour, barrels.....	79,770	52,240	16,470	15,170

RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of March, 1898, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	905,559	69,731	928,717	82,931
Corn, bushels.....	2,819,830	4,300,669	3,034,510	4,846,998
Oats, bushels.....	624,618	291,725	319,031	183,186
Rye, bushels.....				
Rough Rice, sacks.....				
Clean Rice, barrels.....				
Flour, barrels.....	74,986	57,986	31,236	7,287

Following is Secretary Smith's report of the movement of rough and clean rice at New Orleans from Aug. 1, 1897, to April 1, 1898: Receipts of rough rice, in sacks, 447,969, against 375,370 for the same period of 1897. Shipments, 434,199, against 379,760 sacks for same period of 1897. Receipts of clean rice, in barrels, 3,680, against 8,283 for same period of 1897. Shipments, 103,915, against 93,823 barrels for 1897. Total stock rough rice April 1, 39,736, against 78,833 sacks April 1, 1897. Total stock No. 1 clean rice April 1, 8,230, against 9,421 barrels April 1, 1897. Total stock No. 2 clean rice April 1, 1,074, against 457 barrels on April 1, 1897.

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of March, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	35,460	67,200	2,400	108,800
Corn, bushels.....	1,159,200	1,971,050	460,150	651,700
Oats, bushels.....	719,930	722,350	729,300	783,600
Barley, bushels.....	172,250	91,000	68,350	40,800
Rye, bushels.....	16,200	2,400	1,200	1,200
Mill Feed, tons.....	1,215	447	6,842	7,322
Seeds, pounds.....	150,000	287,130	154,980	349,483
Broom Corn, pounds.....	150,000	15,000	75,000	30,000
Hay, tons.....	2,640	1,630	520	520
Flour, barrels.....	27,500	23,650	33,550	26,400
Spirits and Liquors, bbls.				
Syrup and Glucose, bbls.				

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of March, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	350,000	507,650	590,817	576,230
Corn, bushels.....	2,897,500	2,990,400	3,723,555	3,638,910
Oats, bushels.....	1,028,400	893,200	651,763	576,613
Barley, bushels.....	98,250	100,500	8,408	13,695
Rye, bushels.....	125,300	35,000	168,631	42,750
Hay, tons.....	14,025	13,290	3,939	7,308
Flour, barrels.....	119,695	122,745	124,971	136,388

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of March, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	4,847,190	3,898,380	1,592,910	642,410
Corn, bushels.....	294,900	147,860	200,050	15,150
Oats, bushels.....	486,430	894,860	543,510	593,740
Barley, bushels.....	130,680	140,840	30,620	107,860
Rye, bushels.....	69,070	66,820	97,200	83,560
Grass Seed, pounds.....				
Flaxseed, bushels.....	80,760	136,760	53,130	35,800
Hay, tons.....	1,533	1,597	80	10
Flour, barrels.....	18,516	10,094	1,213,158	1,117,293

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of March, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	62,228	177,817	36,827	66,388
Corn, bushels.....	289,272	533,334	84,376	281,004
Oats, bushels.....	204,566	235,893	88,311	171,495
Barley, bushels.....	105,035	130,566	758	97
Rye, bushels.....	30,173	33,569	14,438	8,999
Clover Seed, bags.....				
Timothy Seed, bags.....				
Other grass seeds, bags..				
Hay, tons.....	10,969	6,974	8,915	3,543
Flour, barrels.....	295,276	172,765	264,546	137,775
Malt, bushels.....				

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of March, 1898, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	766,120	399,100	163,315	73,500
Corn, bushels.....	501,800	25,350	44,250	8,450
Oats, bushels.....	645,000	581,600	1,003,276	620,481
Barley, bushels.....	743,600	659,200	478,154	419,257
Rye, bushels.....	142,200	72,000	20,820	2,400
Grass seed, pounds.....	312,500	987,911	473,270	1,294,310
Grass seeds, pounds, tim.				
Flaxseed, bushels.....	8,700	26,590	5,800	19,140
Hay, tons.....	2,401	1,548	19	163
Flour, barrels.....	82,060	196,200	345,000	337,815

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of March, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	252,148	113,258	162,460	13,762
Corn, bushels.....	243,157	124,644	134,030	53,127
Oats, bushels.....	129,009	64,137	8,650	6,053
Barley, bushels.....	108,951	108,488		
Rye, bushels.....	38,810	55,333	36,468	40,838
Hay, tons.....				
Flour, barrels.....	23,850	10,800	17,100	4,250

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the month of March, 1898, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	461,955	201,147	118,300	243,344
Corn, bushels.....	1,517,778	1,404,747	1,317,600	1,019,857
Oats, bushels.....	403,796	45,179	447,000	20,000
Barley, bushels.....				
Rye, bushels.....	27,803	7,455	9,700	13,296
Clover Seed, bags.....	23,819	9,968	28,848	25,146
Flour, barrels.....	3,639	5,475	18,981	33,096

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of March, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Commercial Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, cars.....	1,084,850	436,890	588,250	395,260
Corn, cars.....	1,797,750	1,688,250	897,750	1,523,250
Oats, cars.....	416,000	332,000	248,000	253,000
Barley, cars.....	800	1,600		800
Rye, cars.....	32,150	10,400	11,700	11,700
Flaxseed, cars.....	6,500	8,000	1,500	5,500
Hay, cars.....	7,580	8,850	2,240	5,800
Flour, cars.....			27,320	20,400
Bran, cars.....				

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of March, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, centals.....	677,754	272,063	692,440	221,375
Corn, ".....	17,900	14,710	3,279	4,567
Oats, ".....	38,215	14,317	2,492	1,770
Barley, ".....	144,623	220,388	185,205	244,848
Rye, ".....	3,530	56,840		52,300
Flaxseed, sacks.....	3,065	1,962		
Hay, tons.....	8,280	9,370	748	481
Flour, barrels.....	114,022	119,085	76,637	87,643

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of March, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	1,347,349	2,681,125	120,275	15,394
Corn, bushels.....	844,809	15,029	3,395	744
Oats, bushels.....	504,065	234,740	4,043	

INSPECTED RECEIPTS AT CHICAGO

According to the report of Chief Grain Inspector E. J. Noble, the grain received at Chicago during March, 1898, was graded as follows:

WINTER WHEAT.

Railroad.	White.				Hard.				Red.			
	2	3	4	1	2	3	4	1	2	3	4	No G'de.
C. B. & Q.					6	29	42	1		4	5	5
C. R. I. & P.												
Chicago & Alton												
Illinois Central					1	1						
Freeport Div., I. C.												
Galena Div., C. & N.W.												
Wis. Div., C. & N.W.	1											
Wabash									49	5	1	
C. & E. I.									32	9	1	3
C. M. & St. P.										15	1	
Wisconsin Central												
Chicago & Great West												
A. T. & S. Fe.												
E. J. & E.												
Through and special	12	5							594	47	3	4
Total each grade	13	8			12	38	70	2	689	94	12	12
Total winter wheat												

SPRING WHEAT.

Railroad.	Colo- rado.		Northern.	2	3	4	No Grade.	White.				Mixed Wheat.	
	2	3						4	2	3	3	3	
C. B. & Q.	1		38	18	569	22	2	1		5	2		2
C. R. I. & P.					30	13							
Chicago & Alton													
Illinois Central													
Freeport Div., I. C.			11		4	5	6						
Galena Div., C. & N.W.			53		103	13				1	1		2
Wis. Div., C. & N. W.	2		46		240	1							
Wabash						1							
C. & E. I.													
C. M. & St. P.			221		870	9							4
Wisconsin Central			21	2	1								
Chicago & Great West					7								
A. T. & S. Fe.													
E. J. & E.			1		43	5							3
Through and special			15	2	12								
Total each grade	3		406	22	1819	69	8	1		6	8	11	
Total spring wheat.													

CORN.

Railroad.	Yellow.				White.				No Grade.			
	2	3	4	1	2	3	4	1	2	3	4	No Grade.
C. B. & Q.	47	294	1	66	118	1302	58					
C. R. I. & P.	38	217	5	29	87	832	54					
Chicago & Alton	41	80	14	36	94	107	25					
Illinois Central	45	551		82	6	202	41					
Freeport Div., I. C.	12	40	2	1	20	115	15					
Galena Div., C. & N.W.	81	287	1	4	162	571	47					
Wis. Div., C. & N.W.												
Wabash	6	5	6	4	7	10	1					
C. & E. I.	18	153	2	15	7	48	1					
C. M. & St. P.	6	113		4	9	362	32					
Wisconsin Central												
Chicago & Great West												
A. T. & S. Fe.												
E. J. & E.												
Through and special												
Total each grade	420	2013	30	251	1115	1328	309					
Total corn												

OATS AND RYE.

Railroad.	White.				No Grade.				No Grade.			
	4	2	3	1	2	3	4	1	2	3	4	No Grade.
C. B. & Q.	71	21	830	8	164	49		1	3	82	12	
C. R. I. & P.	104	15	662	5	14			7	4	14	2	
Chicago & Alton	10		120		43			3	1			
Illinois Central	98	3	428	20	155	147		4				
Freeport Div., I. C.	46	12	297	9	12	10		1	3	27	1	
Gal. Div., C. & N.W.	186	12	436	3	45	11		2	7	22	4	
Wis. Div., C. & N.W.	14	17	122									
Wabash	4		76	4	8	5		1	1			
C. & E. I.	3		67	1	19	13						
C. M. & St. P.	179	57	965	12	48	23		15	3	164	4	
Wis. Central												
Chi & Great West	48	8	219	8	16	41		1				
A. T. & S. Fe.	17	2	53	3	24	2						
E. J. & E.	9		42		28					21	1	
Thro and special	12		17	9	26	5		2	1			
Total ea. grade	801	147	4360	82	602	323	8	35	25	343	30	1
Total oats												
Total rye												

* White Clipped.

BARLEY.

Railroad.	Scotch.				BayBrewing.				No Grade.				Total No. Cars all Gr'n by Roads
	2	3	4	1	2	3	4	1	2	3	4	No Grade.	
C. B. & Q.								1	37				3,889
C. R. I. & P.								4	61				2,220
Chicago & Alton													592
Illinois Central													1,801
Freeport Div., I. C.								57	90				802
Galena Div., C. & N.W.								27	67				2,157
Wis. Div., C. & N.W.								164	215				853
Wabash													185
C. & E. I.													393
C. M. & St. P.								2	130	226	48		3,537
Wisconsin Central													50
Chicago & Great West								5	56	11			674
A. T. & S. Fe.													276
E. J. & E.													1,284
Through and special								1					965
Total each grade								4	390	755	82	4	19,788
Total barley													
Total grain, cars													

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, April 9, 1898, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany		125,000	90,000		
Baltimore	1,072,000	1,342,000	153,000	250,000	
Boston	643,000	588,000	286,000	19,000	
Buffalo	708,000	1,454,000	1,129,000	165,000	94,000
do. afloat					
Chicago	5,865,000	16,549,000	1,197,000	534,000	323,000
do. afloat	737,000	2,432,000		168,000	
Cincinnati	8,000	1,000	16,000	7,000	32,000
Detroit	68,000	156,000	7,000	18,000	1,000
Duluth	3,760,000	3,339,000	3,360,000	1,410,000	414,000
do. afloat	206,000				
Indianapolis	59,000	88,000	30,000		
Kansas City	763,000	504,000	20,000	5,000	
Milwaukee	104,000	104,000	1,000	76,000	2,000
do. afloat		335,000			
Minneapolis	11,245,000	940,000	1,235,000	143,000	
Montreal	102,000	57,000	1,049,000	45,000	21,000
New York	1,624,000	1,413,000	1,276,000	97,000	57,000
do. afloat					30,000
Oswego					
Peoria	1,000	561,000	133,000	2,000	23,000
Philadelphia	270,000	776,000	328,000		
St. Louis	933,000	1,824,000	117,000	11,000	4,000
do. afloat	81,000	75,000			
Toledo	265,000	1,169,000	316,000	12,000	
do. afloat					
Toronto	25,000		21,000		11,000
On Canals			46,000		
On Lakes	1,439,000	6,137,000	2,730,000	549,000	85,000
On Miss. River	156,000	81,000			
Total	30,129,000	40,100,000	13,540,000	3,511,000	1,137,000
Corresponding date 1897	37,706,000	24,967,000	13,287,000	3,642,000	2,705,000

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during March, 1898 and 1897, of seeds, hay and broom corn:

Receipts.	Timothy lb.	Clover, lb.	Other Grass Seeds, lb.	Flax-seed, bu.	Broom Corn, lb.	Hay, tons.
1898	7,343,245	1,381,840	1,966,839	126,530	494,390	18,885
1897	6,576,030	2,279,559	684,881	264,580	438,320	16,424
Shipments						
1898	9,283,160	2,190,863	1,135,291	62,080	490,907	1,164
1897	8,311,785	3,336,061	3,422,687	158,757	496,827	2,604

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows the destination of the wheat exported from this country to be as follows:

Countries.	Month ending Feb. 23.		Eight months ending Feb. 23.	
	1898.	1897.	1898.	1897.
United Kingdom	4,915,842	2,900,263	56,360,766	46,359,703
France	981,841	13,888	17,533,056	209,522
Germany		185,566	2,314,534	2,567,189
Other European countries		558,118	17,025,570	6,468,648
British North America	3,963	1,608	4,115,487	3,815,233
Central American States and British Honduras	4,000	3,692	28,507	65,3

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

ILLINOIS, Jacksonville, Morgan Co., April 3.—Wheat is looking well at this writing. R. E. WARD-HAUGH.

MICHIGAN, Wayne, Wayne Co., March 29.—Wheat on the ground was never better at this time of year. D. J. WILSON.

TEXAS, Lampasas, Lampasas Co., April 9.—The growing wheat crop is needing rain. There is about 25 per cent. of the last crop still in the farmers' hands.

MISSOURI, Humansville, Polk Co., April 9.—The farmers report prospects of growing crop in this section as better than they have been at this season for the past two years. MAHLON COULSON.

OHIO, Beach City, Stark Co., April 12.—Wheat is moving slow at 92 cents. The new wheat crop in this section is looking fine, and the prospects are that we will have a good crop. AX & LIEGHLEY.

KANSAS, Lindsborg, McPherson Co., March 28.—We had a severe frost last week which froze the wheat nearly to the ground, but the roots were uninjured. THE LINDSBORG MILLING & ELEVATOR CO.

INDIANA, Ambia, Benton Co., April 11.—The oat acreage compared with 1897 is 110 per cent. Stock of oats on hand, light, 15 per cent. of 1897 crop. Stock of corn, medium, 35 per cent. of last crop. T. H. DIXON.

CALIFORNIA.—According to latest press dispatches the prospects for a hay and grain crop in California are very poor. The drouth and cold weather in the greater portion of the state have discouraged the producers. If good rains should come soon, it is likely a fair crop could be secured, but exports of any importance cannot be looked for.

KANSAS, Syracuse, Hamilton Co., April 4.—Our prospects are grand for a good wheat crop this season. The stand is fine, and we have had good rains and snow. The Great Plains Irrigation & Reservoir Co. is booming this section with its big storage reservoirs and ditch, and a loss of crops will soon be a thing of the past. TAYLOR & TRINDER.

INDIANA, Amo, Hendricks Co., April 11.—The acreage of wheat is somewhat reduced on account of excessive drouth at seeding time. It is probably 90 per cent. of average acreage. The plant is very small, and most fields are very thin on the ground. It is only fields of bottom or rich ground that are really good. Poorest prospect at this season for 8 years. Ten per cent. of last crop in store and in farmers' hands. J. J. DOAN & CO.

KANSAS, Altamont, Labette Co., April 11.—Wheat in this vicinity is badly damaged—possibly 50 per cent. Oats are also damaged 25 per cent. The acreage of both was increased 10 per cent. or more over last year. Corn planting has not commenced yet, as ground is not in condition. Acreage will be about the same as last year. The flax and castor bean crop in acres will be greater than last year. The season will be very backward on account of excessive rains and cold nights with frosts. There is practically none of last year's crop in the hands of farmers now. J. H. RUST.

IOWA.—Director Sage, of the Iowa weather and crop service, is credited with making the following verbal report prior to issuing his first official crop bulletin for this season: "The conditions were never better, I think. With the exception of the southeastern portion of the state, where the soil is a little damp, the state, as a whole, never started out with the soil in better condition. There has been an abundance of rainfall all over the state, and the ground is mellow and just right for planting. I see no reason why Iowa will not make a new mark in the production of cereals this year."

MISSOURI.—J. R. Rippey, secretary of the Missouri State Board of Agriculture, issued the first crop bulletin of this season on April 4. The bulletin shows an improvement in the condition of wheat of four points, now being rated at 80, against 76 last month and 65 for the same date last season, and 8 per cent. will be plowed up this year, against 27 per cent. for 1897. It is estimated that 13 per cent. of last year's crop is yet in the hands of the producer, largely intended, no doubt, for home consumption. Corn of last year's crop on hand is estimated at 25 per cent. This is the amount in the hands of the farmers, and will generally be consumed in maturing the stock now in the feed pens. The acreage of oats compared with last season is placed at 96 per cent. In the few localities where conditions are favorable for seeding the acreage has been increased, and with a cessa-

tion of rainfall and an opportunity to prepare a seed bed within the next few days, the output will probably be about what it was last season.

GOVERNMENT CROP REPORT.—The United States Department of Agriculture, Division of Statistics, Washington, D. C., in its report for April 1 makes the average condition of winter wheat 86, against 81.4 last April, and 77.1 on April 1, 1896. The leading winter wheat states report averages as follows: Pennsylvania, 92; Ohio, 80; Michigan, 92; Indiana, 85; Illinois, 75; Missouri, 81; Kansas, 101; California, 62. The average condition of winter rye is 92.1, against 88.9 on April 1, 1897, and 82.9 on the corresponding date in 1896. There are few sections of the country from which a very satisfactory report as to the condition of winter grain has not been received, the winter over a very large part of the country having been mild and dry. The lowest averages from important winter wheat states are those of Illinois and California, 75 and 62 respectively. With regard to farm animals in general, the department's correspondents report them in good condition, as the result of the generally mild and dry winter, and of the abundance of feed. In California the winter has been a severe one, and its effect is shown just as markedly in the mortality of farm animals as in the poor condition of winter wheat. JOHN HYDE, Statistician.

MICHIGAN, Department of State, Lansing, April 6, 1898.—March was an unusually warm month, the average of mean temperature in the southern part of Michigan being about seven degrees above the normal. The fields were bare of snow in this section after the 9th of the month, and excepting the extreme northern part, throughout the southern peninsula after the 14th. Rains were frequent and heavy, and the total excessive at many points, as 6.68 inches at Howell Junction, 6.16 inches at Olivet, 5.51 inches at Coldwater, and in excess of four inches at a number of stations. Since April 1 the weather has been less favorable. There was sufficient snow fell on the first of the month to cover the ground, but it soon melted away, and by the night of the second had mostly disappeared. From the second to this date (April 6), the temperature has ranged low, with heavy, cold winds from the north. At Lansing the maximum temperature the first five days of the month ranged from 28 to 37 degrees, and the minimum from 16 to 26 degrees. This continued cold weather, with high winds is surely injuring wheat, but it is yet too early to estimate percentage of damage. The percentages that follow indicate the condition April 1, or before the severe weather set in. The average condition in the state, April 1, was 96; in the southern counties, 95; in the central, 98; and in the northern, 99; comparison being with average years. These percentages are higher than reported at the same date in any previous year since 1891, when the average for the state was 96, and for the southern counties 97. One year ago the average condition in the state was 87; in 1896, 86; in 1895, 85, and in 1894, 90. The amount of wheat reported marketed in March is 1,567,932 bushels, and in the eight months, August-March, 12,927,332 bushels, which is 5,392,461 bushels more than reported marketed in the same months last year. The average condition of clover meadows and pastures is, in the state and southern and central counties, 95, and northern counties, 96 per cent. WASHINGTON GARDNER, Secretary of State.

OHIO.—The official report of the Ohio State Board of Agriculture on the condition of crops, April 1, 1898, is based on returns from the regular township crop correspondents of the Department, in which nearly every township in the state is represented. The returns have been carefully averaged to show condition in each county and the general averages for the state: WHEAT—Condition compared with an average, 72 per cent.; crop of 1897 still in producers' hands, 17 per cent. WINTER BARLEY—Condition compared with an average, 67 per cent. RYE—Condition compared with an average, 75 per cent. CORN—Condition in crib compared with an average, 88 per cent.; cut up last fall for fodder, 84 per cent.; remained unhusked during winter, 9 per cent.; damage to unhusked during winter, 17 per cent.; damage to fodder during winter, 27 per cent. SNOW—Number of weeks' protection to wheat, 3. The condition of wheat as reported a month ago was 67 per cent. of a fair average for the state. In many localities it was difficult to estimate, with any degree of certainty, owing to the fact that the plant was very backward in growth, many fields hardly showing the appearance of wheat and others showing a lack of vitality, the plant being brown and having the appearance of being affected by frost. Later developments were required to judge of the general prospects but it was thought that under favorable weather conditions the plant would take a start, and where not killed would show an improvement in condition during the month, and this has been quite generally the case. Most of the counties show an improvement in condition; many remain about the same as reported last month, while ten counties show a decline in condition April 1, as compared with the estimated condition March 1. Notwithstanding the

improvement reported, present conditions do not indicate a fair crop nor could the most favorable weather conditions from now on to the harvest overcome existing conditions sufficient to warrant the hope of a fair crop. April 1 the condition of wheat is estimated to be 72 per cent. of a fair average. This is an improvement of 5 per cent. over the report of March 1, but still represents a prospective shortage, taking average production as a basis, of about twelve millions of bushels. It is possible for some further improvement to be made, and the prospect slightly increased before harvest.

KENTUCKY CROP REPORT, April 1, 1898.—For the April crop report replies were received from 168 correspondents, representing 105 counties. WHEAT—The condition of wheat crop averages, for all sections of the state, 101, being an improvement of 10 points during the month of March. On April 1, 1897, the condition was 94. Considering the crop by the three subdivisions, western, central and southeastern, we find the highest average condition in the central section, 103. In the western section the condition is 102, while the few counties reporting from the southeastern section show an average of 98. On March 1 the condition by sections was: Western 93, central 90, no estimate being given for the southeastern. Remarks of correspondents show practically universal satisfaction with the prospect, an occasional complaint of too much rain being the only exception. OATS—The estimated acreage of oats compared with the acreage of 1897 is 91 per cent. of the acreage of that year. It is largest in the western section, 96, and smallest in the central section, 84. In the southeastern section it is 92 per cent. of 1897 acreage. Much of the crop was sown quite early and this is growing nicely. Rain has of late greatly interfered with the work of sowing and the crop will, on this account, be divided into two clearly defined parts, the very early and the very late. LUCAS MOORE, Commissioner of Agriculture.

SEED EXPORTS AND IMPORTS.

According to the last report of the Bureau of Statistics, seeds valued at \$361,312 were exported during February, against an amount valued at \$309,789 in February, 1897; and during the eight months ending with February the value of the exports was \$2,217,482, against \$4,981,735 for the corresponding months of 1896-97.

Clover seed aggregating 4,398,669 pounds was exported in February, against 1,811,077 pounds in February, 1897; and during the eight months ending with February 22,577,306 pounds were exported, against 10,575,127 pounds during the corresponding months of 1896-97.

Cotton seed amounting to 5,496,738 pounds was exported in February, against 2,406,144 pounds in February, 1897; and during the eight months ending with February 26,349,126 pounds were exported, against 22,214,806 pounds during the corresponding months of 1896-97.

There was no flaxseed or linseed exported during February, against 96,030 bushels in February, 1897; and during the eight months ending with February 257,165 bushels were exported, against 4,074,637 bushels exported during the corresponding months of 1896-97.

Timothy aggregating 1,153,765 pounds was exported during February, against 1,452,299 pounds in February, 1897; and during the eight months ending with February 5,587,093 pounds were exported, against 9,830,829 pounds exported during the corresponding months of 1896-97.

Other grass seeds exported in February were valued at \$37,233, against an amount valued at \$28,075 in February, 1897; and the valuation for the eight months ending with February was \$251,797, against \$358,166 for the corresponding months of 1896-97.

Flaxseed imported in February amounted to 7,953 bushels, against 4,061 bushels in February, 1897; and during the eight months ending with February the exports amounted to 76,982 bushels, against 60,489 bushels during the corresponding months of 1896-97.

All other seeds imported free of duty, were valued at \$76,125 for February, against \$76,625 for February, 1897; and during the eight months ending with February imports were valued at \$521,547, against an amount valued at \$571,995 during the corresponding months of 1896-97. All other dutiable seeds imported in February were valued at \$51,497, against \$64,094 for February, 1897; and for the eight months ending with February the imports were valued at \$321,635, against \$383,311 for the corresponding months of 1896-97.

During the six months ending January, 1898, Austria-Hungary exported 31,800 bushels of wheat compared with 1,166,400 bushels in the same period of the previous year. During the same time the imports were 5,385,200 bushels, against 203,360 bushels the previous season. There was also imported in bond 4,283,600 bushels of wheat, against which there was exported 297,050 sacks of flour of 280 pounds each.

WATERWAYS

Water will be let into the Erie Canal about May 1, and it will be opened for traffic on May 5.

The resolution to transfer the canals of New York state to the United States was defeated in the Senate at Albany on March 29 by a vote of 32 to 13.

The British steamship Puritan cleared from Portland, Ore., on March 28 with 203,293 bushels of wheat for Europe. This is said to be the third largest cargo that ever left Portland.

President Dunham, of the Lake Carriers' Association has addressed an urgent appeal to the Canadian authorities asking that the Welland Canal be opened earlier than April 25, the date now set.

The Biwabik was the first vessel to receive a grain cargo at Green Bay, Wis., this season. About 90,000 bushels of rye was put into her hold out of the Cargill Elevator, and three other vessels were ready to follow her.

At the opening of navigation on April 1 at Duluth, it was reported that charters for 2,000,000 bushels of grain had been made. Of the 10,000,000 in store at that time only 3,300,000 was wheat, against 6,167,000 bushels last year.

The steamship Alesia sailed March 27 from Portland, Me., for Hamburg, with what is said to be the largest cargo of cereals ever shipped from an American port. The total grain cargo was 352,500 bushels, of which 200,000 bushels were Chicago clipped oats.

The mammoth steamer Andrew Carnegie was the first to leave port at Manitowoc, Wis. She left April 3 for Buffalo, and had on board 333,000 bushels of oats, which is the largest cargo of grain ever carried on the Great Lakes, at least in point of number of bushels.

At the opening of navigation, 500,000 bushels of grain had been engaged for export from Montreal by way of the Parry Sound route. The Canadian Atlantic Railway Co. has 5 steamers engaged for the grain trade this season between Chicago, Duluth and Parry Sound.

The British ship Wray Castle, which was loaded at Tacoma, Wash., by Balfour, Guthrie & Co., sailed from that port on March 22 with 107,447 bushels of wheat for Rio Janeiro. This is the first cargo of wheat that has left the North Pacific coast for Brazil since 1891.

The Canadian Government has been petitioned to guarantee the bonds of the St. Clair & Erie Ship Canal Co. to the extent of 3 per cent. interest for 20 years on \$5,500,000. It is claimed by its promoters that this canal would shorten the distance between the two lakes by 79 miles.

The schooner Northwest, in tow of the steamer Aurora, was sunk by the ice near Waughoshance, in the vicinity of Mackinaw Island, on April 6. She was bound from Chicago to Buffalo, and carried a cargo of 76,600 bushels of corn shipped by Counselman & Co. Both vessel and cargo were insured.

Arguments have recently been made before the House River and Harbor Committee at Washington in favor of a bill which calls for the deepening of the Erie Canal from 7 to 12 feet. It is favored on the ground that the much talked of ship canal to connect the lakes with tidewater is impracticable.

Prior to the unloading of the first grain cargo at Buffalo, there was a vast amount of agitation between the grain shovellers' union, the contractor, Wm. J. Connors, and the elevator owners. The matter was finally adjusted by the Lake Carriers' Association allowing Mr. Connors \$3.10 instead of \$2.95, the amount of his bid per 1,000 bushels. The elevator owners reduced the price of their steam shovels from \$1.35 to \$1.20, and Mr. Connors will pay his men \$1.85, thus leaving him 5 cents per 1,000 bushels, instead of 10, as he expected.

The winter grain fleet at Chicago and South Chicago numbered 138 vessels, which had on board 12,086,000 bushels of grain. The season of navigation opened at noon, April 1, by the terms of marine insurance, but as this date fell on Friday the superstition of the sailors had to be reckoned on. Seventeen vessels with cargoes of grain took up positions at the mouth of the Chicago River during the afternoon and evening, but not one of them moved out into the lake until after the clock struck 12 midnight. These contained an aggregate of 2,150,000 bushels of wheat destined for Buffalo, and made the largest initial fleet, perhaps, on record.

The Dominion of Canada claims to possess the finest system of canals in the world. At any rate they, together with the river improvements, have cost the government over \$100,000,000. The St. Lawrence route has thus far failed to capture anything like the amount of American grain trade that was expected of it. The work of deepening the St. Lawrence system of canals to a uniform depth of 14 feet will be completed by the end of this year.

Not satisfied with this, however, the Montreal and Toronto boards of trade are coöperating to urge upon the government the deepening of these canals to 20 feet. Also the immediate construction of the Montreal, Ottawa and Georgian Bay Canal.

COMMISSION

Kirkwood & Co. have opened large offices in Pittsburgh, Pa., as stock and grain brokers.

Moses Bros., the grain firm of Great Bend, Kans., have opened an office at Kansas City under the name of Moses Bros. Grain Co.

The Midland Grain and Stock Commission Co. of Chicago has certified to a change of name to the American Public Investment Co.

Walter J. Allen of Putnam, Conn., has gone into partnership at Worcester with a Mr. Boylen as commission brokers in stocks, bonds and grain.

The E. A. Grubbs Grain Co. has discontinued its office at Cincinnati, and Mr. E. A. Grubbs has returned to Greenville, Ohio, where he will manage the shipping business of the Greenville Grain Co.

Wm. R. Henning & Co., a bucket shop concern with headquarters at Chicago and numerous branches elsewhere, closed their business last month, with indictments against them for violation of the laws of Illinois and also the United States postal laws.

Denny J. Canty, a partner of Herman Van Senden in the stock and grain brokerage business at Washington, D. C., on March 15 shot and killed Geo. S. Rye, a speculator. The trouble which led to the shooting grew out of some speculative deals. Canty was arrested.

The flour and grain commission house of Beattie & Hay at Philadelphia has been dissolved because of the death of Robert H. Beattie. The new firm of James Hay & Co. will continue the business which has been conducted in Philadelphia for thirty-one years. Mr. James Hay takes into partnership with him George Hay and Wm. J. Wilson.

RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics, rice, including rice flour, rice meal and broken rice valued at \$253,175 was imported during February, against an amount valued at \$265,449 in February preceding; and during the eight months ending with February the value of the imports was \$1,786,491, against \$1,788,276, for the same time of 1896-97. Dutiable rice imported in February amounted to 10,038,186 pounds, against 10,839,458 pounds in February, 1897; and during the eight months ending with February 50,217,253 pounds were imported, against 60,156,439 pounds for the same time of 1896-97.

Rice imported free of duty amounted to 518,000 pounds in February, against 684,600 pounds in February, 1897; and during the eight months ending with February 4,241,100 pounds were imported, against 4,455,600 pounds during the same time of 1896-97.

Of rice flour, rice meal and broken rice 2,352,530 pounds were imported in February, against 2,923,392 pounds in February, 1897; and during the eight months ending with February 39,356,110 pounds were imported, against 37,215,919 pounds imported during the same time of 1896-97.

Of imported dutiable rice 644,237 pounds were exported in February, against 798,581 pounds in February, 1897; and during the eight months ending with February 6,484,417 pounds were exported, against 7,016,659 pounds exported during the same time of 1896-97.

No rice imported free of duty was exported in February, against 12,750 pounds in February, 1897; there was none exported during the eight months ending with February, against 12,950 pounds for the same time of 1896-97.

Domestic rice amounting to 18,743 pounds was exported in February, and during the eight months ending with February 340,224 pounds were exported.

Domestic rice, bran, meal and polish aggregating 1,015,017 pounds was exported in February, against none in February, 1897; and during the eight months ending with February 340,224 pounds were exported, against 2,351,266 pounds exported during the same time of 1896-97.

A. D. Shamel, a student of the College of Agriculture of the University of Illinois, has written what is claimed to be a very able paper on "Kinds of Cultivation of Indian Corn." The paper contains a brief history of experiments made by Mr. Shamel in corn cultivation last summer, and is being distributed throughout the state by Charles F. Mills, secretary and superintendent of the Illinois Farmers' Institute.

THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

RICE MARKET.—The following is from Dan Talmage's Sons Co.'s rice market report dated New York, April 5: During all of the week there has been a full, free movement in foreign sorts, and the quarter closed showed double volume as compared to the corresponding period last year. With rapidly depleting stocks and light receipts quotations have been raised on the more active, choice Java; other styles are firm with upward tendency. Further advances are anticipated as prices current at this point are relatively lower than English and Continental markets. The latter fact has been emphasized during the last week by the purchasing of several thousand bags spot stock for the account and risk of operators abroad. Advices from the South note steady though limited demand at former range of values. Present values are undoubtedly assured as the total holdings are scarce sufficient to more than meet known local requirements until new crop. The statistical situation is one to inspire confidence, and the opinion is gradually gaining ground that no recession is possible until late in the year. The greatly lightened output of the far East comes out strongly as contrasted with any other single year the last decade. Prior to 1893 the movement was normal, but since that period has been irregular (on account of famine and short crops), to which is due the present depleted condition of reserves at all points. The shipments of Burmah, Japan, etc., to Europe since January 1 were 593,040, against 1,512,744 bags, of two hundredweights, for the same period of 1897. While there can be no question but that the present comparatively high values will ultimately cause India to empty itself, the enlarged supply can hardly come forward in time to be of any avail in this quarter. Talmage, Charleston, telegraphs: Carolina crop movement to date: Receipts, cleaned, 59,250 barrels. Sales, 58,100 barrels. Under light offerings and good demand, market strong with upward tendency.

Grain report of Collins & Co., Cincinnati, Ohio, April 8: The market here assumed a more normal condition the past week. Receipts being somewhat larger owing to the improved condition of roads and values have ruled steady to firm, with the demand considered but fair, as an absence of life or activity is manifest, for there is quite an apparent disposition to wait the coming of events which indicates almost to a certainty a crisis in the Spanish-American dispute. The event of this will, no doubt, absorb for the time being the attention of all business interests. After the excitement subsides and business is adjusted to the new conditions, a greater activity in the demand for cereals is expected. Wheat—Is firmer in tone in sympathy with stronger outside markets, and there is a larger inquiry. No. 2 Red at 94 to 95 cents, No. 3 Red at 91 to 93 cents, No. 4 at 82 to 86 cents; Sample lots range from 75 to 90 cents, as to quality. Corn—Stronger, with values tending higher, and the arrivals are quite small. No. 2 White at 32 to 32½ cents, No. 3 White at 31 to 31½ cents, No. 2 Yellow at 31½ to 31¾ cents, No. 2 Mixed at 31½ cents, No. 3 Mixed at 30½ to 31 cents. Ear Corn—Is in light supply, and the demand keeps up very well for the good qualities for feeding purposes. Choice Yellow at 32½ to 33½ cents, Mixed at 31 to 32 cents. White at 30 to 31 cents. Oats—Under larger receipts and more pressure of offerings, somewhat lower prices rule, and there is an improvement in the demand. No. 2 White at 31 to 31½ cents, No. 3 White at 29 to 29½ cents, Rejected White at 27 to 28½, as to quality, No. 2 Mixed at 27½ to 28 cents, No. 3 Mixed at 27 to 27½ cents, Rejected Mixed 26½ to 27 cents. Rye—Steady and firm with the offerings quite light. Choice Heavy at 54 to 55 cents, No. 2 at 51½ to 52 cents, No. 3 at 48 to 49 cents. Hay—Receipts for the week 2,236 tons. Shipments 1,061 tons. The tone of the market is better, for the small receipts during recent flood here have been instrumental in giving the market an opportunity to clean up of offerings and creating an improved demand. Choice, No. 1, and even No. 2 Timothy hay are constantly inquired for, and meet a more ready sale at quotations. If there should be any advance in prices in the near future it will be confined to these grades. Clover and Clover Mixed will work slow with very little change noted, for pasturage is continually improving. Choice Timothy at \$9 to \$9.50, No. 1 at \$8.50 to \$9, No. 2 at \$6.75 to \$7.50, No. 1 Bright Green Clover Mixed at \$6 to \$6.50, Ordinary at \$4.50 to \$5, No. 1 Pure Clover at \$5 to \$5.50, No. 2 Clover at \$4. There is more inquiry for bright straw at \$4 to \$4.50 for Wheat, and \$5 to \$6 for Rye, as to quality. Mill Feed—Bran is steady with the arrivals small. Bran at \$12.50 to \$13.25. Middling \$13 to \$13.50 in bulk.

Clean your grain well before shipment, and thereby get the advantage of a higher grade and avoid paying freight on dirt.

ELEVATOR

GRAIN NEWS

W. A. Bristol is building an elevator at Mt. Blanchard, Ohio.

J. O. Finch has completed his elevator at Jamestown, Ind.

L. L. Newton of Colusa has purchased an elevator at Adrain, Ill.

Peter Ehlers is putting up a grain elevator at Minden, Iowa.

An elevator is being erected at Mionk, Ill., by Samuel Wylie.

The Cereal Supply Co. is building an elevator at Warren, Ohio.

J. Mostoller is building an addition to his elevator at Eldena, Ill.

J. M. Potter is to erect a 15,000-bushel elevator at Harrisburg, Ill.

D. N. Carson will build a new elevator at Clarence, Ill., this spring.

Louis Leech contemplates erecting an elevator at Golden Gate, Ill.

The Seele Milling Co. will erect an elevator at Troy, Ill., at once.

Birdsall & Sons have sold their elevator at Steward, Ill., to Titus Bros.

It is reported that a large elevator is to be built at Sandusky, Ohio.

A project is said to be on foot to build an elevator at Kingsbury, Ohio.

The building of a new elevator is being talked of at New Carlisle, Ind.

The Northwestern Distilling Co. is enlarging its plant at Racine, Wis.

The Paris Milling Co. will erect an elevator near its mill at Paris, Ky.

At Midway, Ky., J. L. Cogar has an elevator in course of construction.

I. G. Holdridge and John Evans are building an elevator at Gridley, Ill.

Spainhour & Co.'s new elevator at Lanes, Ill., will soon be completed.

The Hunting Elevator Co. is about to erect an elevator at Hutchins, Iowa.

J. V. Jamison has opened a grain and coal business in Hagerstown, Md.

C. H. Cox is building an addition to his grain elevator at Haverhill, Mass.

R. R. Davis has sold his seed business at Morrison, Ill., to J. W. Davis.

The two elevators at White Hall, Ill., have been leased by Frech & Wilton.

Chas. W. Savage of Virginia, Ill., will build an elevator at Litterberry soon.

An elevator is to be built at Wever, Iowa, by some Keokuk grain dealers.

J. D. Baumgartner will build an elevator this summer at Cissna Park, Ill.

The new Merchants' Elevator at Renville, Minn., is in process of construction.

Work is about to be commenced on the Farmers' Elevator at Ortonville, N. Y.

F. A. Sims has made extensive improvements on his elevator at Modale, Iowa.

J. A. McLam has sold his grain business at Ryegate, Vt., to Walter Renfrew.

One of the elevators at Irwin, S. Dak., has put in a Dickey Overblast Separator.

The grain firm of Marquardt & Groetke at Scribner, Nebr., has been dissolved.

John Bandfield of Hutchins has become the owner of an elevator at Algona, Iowa.

Jaques & Johnson are to make some repairs on their elevator at Cushing, Nebr.

Frank Lacy, dealer in grain and implements at Lynchburg, Ohio, has assigned.

The Liberty Mills of Nashville, Tenn., are making repairs on their grain elevators.

L. R. McWhinney has commenced work on his new elevator at Spaulding, Iowa.

Eli Henderson and Jerome Elliott will build a grain elevator on the Detroit & Lima Northern at

Columbus Grove, Ohio. The building will be 35x50 feet and 35 feet to the top sill.

Work is now progressing on J. M. Burgner & Co.'s elevator at Charleston, Ill.

John Howie has a 22,000-bushel elevator at Brooklyn, Iowa, about completed.

The Adams Grain Co. at Kansas City has leased and is operating the Star Elevator.

Gordon & Son are overhauling and improving their elevator at Summitville, Ind.

J. J. White has purchased and taken charge of the elevator at Stillman Valley, Ill.

The Cutler Co. of Wilbraham will open a grain store in South Framingham, Mass.

W. H. Steele has succeeded to the grain business of Steele & Butler at Downey, Cal.

Thos. Mercer & Co. succeed Bouslough Bros. in the grain business at Somonauk, Ill.

D. H. Curry of Mason City contemplates building an elevator at Curtis, Ill., this spring.

Burbeck & Brett have built an addition to their grain store at North Abington, Mass.

It is reported that Wm. Miller and Wm. Baird will build a grain elevator at Adair, Mich.

Gilchrist & Co. of McGregor have recently made repairs on their elevator at Luana, Iowa.

Henry Munson will build a 5,000-bushel elevator at Wykles switch, west of Decatur, Ill.

Coon Bros. of Rantoul will at once commence the erection of an elevator in Saybrook, Ill.

Hoffman & Labhardt have leased the St. Jacob F. M. B. A. Elevator at St. Jacob, Ill.

Abbott & Ellsworth have succeeded W. H. Norton in the grain business at Medway, Mass.

Close Bros. will soon commence the erection of a new grain elevator at Schenectady, N. Y.

Harry Mason is to build an elevator at Eldon, Iowa. He will also start a lumber yard.

J. F. Leising of Goodenow, Ill., expects to build a new elevator there in the near future.

The Guelph Linseed Oil Co. has been incorporated at Guelph, Ont., with a capital of \$50,000.

Penberthy & Kreger at Clear Lake, S. Dak., have adopted the Dickey Overblast as a cleaner.

H. E. Wynn, Hills, Minn., has lately added a Dickey Cleaner to his elevator equipment.

The International Grain & Oil Co. has let the contract for a new elevator at Kansas City, Mo.

Geo. W. Shrant is about to commence the erection of a new grain warehouse at Hartford, Conn.

Geo. P. Sexauer at Brookings, S. Dak., will erect an elevator on the west side of his flour mill.

A. J. Flatt & Co. of Leverett, Ill., will remodel and build an addition to their grain elevator.

R. W. King has purchased a Dickey Overblast for his house at Root and La Salle streets, Chicago.

G. Kerndt & Bro., at Lansing, Ia., have bought a Dickey Overblast Separator for their elevator.

Joseph F. Kilduff has purchased from M. Byrne his two elevators and corn crib at La Salle, Ill.

The Denham Elevator which burned at Coopersville, Mich., last month, will be rebuilt at once.

F. E. Coon & Co. are about to build at Westerly, R. I., a two-story grain warehouse, 30x100 feet.

N. J. Schlachter has purchased the stock of the Gettysburg Elevator Co. at Gettysburg, S. Dak.

A 50,000-bushel elevator is to be built at Appleton, Minn., this season by the W. J. Jennison Co.

J. C. Koehn of Buckley, Ill., has purchased an elevator in Danforth and will take possession May 1.

It is reported that L. F. Kramer will build a 100,000-bushel elevator in Oklahoma City, Okla. Ty.

P. B. and C. C. Miles of Peoria, Ill., have purchased John P. Wrenn's elevator at Washington, Ill.

Brown & Brenton are tearing down their old elevator at Dana, Iowa, preparatory to building a new one.

F. W. Gilbert of Clay City has purchased and taken charge of Taylor & Peer's elevator in Dana, Ind.

L. T. Hutchins & Co. of Sheldon, Ill., have recently completed a 30,000-bushel elevator at Templeton, Ind.

The Island Distillery at Waterloo, N. Y., which is being completely refitted after being idle for a long time, is expected to start up soon after May 1. It

has storage capacity for 10,000 bushels of grain, and capacity for using 150 bushels per hour.

The firm of Carson & Nugent of Cabery, Ill., has dissolved and the business is continued by Nugent Bros.

C. A. Parlier & Son of Smithland, Iowa, are raising their elevator about 8 feet, and will put in a dump.

Donoghue Brothers will erect an elevator at Kingston, Ont., with a capacity of from 80,000 to 100,000 bushels.

At Port Arthur, Canada, Joseph G. King & Co., lately put in the A. P. Dickey Mfg. Co.'s Overblast Separator.

Mr. Andrews, late of the grain firm of Daub & Andrews, is preparing to build an elevator at Millersville, Ohio.

W. W. McIntyre has placed an elevator and a 4-horse power engine in his grain warehouse at Marlboro, Mass.

Grain warehouses will be erected at Valley River and Glenella, Man., this summer by T. L. Morton of Winnipeg.

Philadelphia parties have applied for a permit to build a 3-story iron grain elevator 40x80 feet at Camden, N. J.

The Alabama Distilling and Feeding Co. has been incorporated at Birmingham, Ala., with a capital stock of \$7,000.

W. H. Ketzback of Mapleton, Minn., will build an elevator in connection with his mill during the coming summer.

Ritchie & Faith's 40,000-bushel elevator at Roberts Station, north of Warrensburg, Ill., has recently been completed.

Efforts to organize a farmers' elevator company at Bellingham, Minn., have not thus far met with financial success.

Thieves broke into the elevator at Broadland, S. Dak., recently and carried away several hundred bushels of wheat.

The American Cereal Co. of Akron, Ohio, has been licensed to do business in Illinois, with a capital stock of \$100,000.

The grain and hardware business of S. C. Gardner at Forest City, Iowa, is now owned and operated by Gardner & Koto.

There is talk of a grain elevator being built at Cutler, Ind. That place has been without an elevator for two years.

J. G. Kaiser has sold his elevator at Edon, Ohio, to C. M. White, who has had charge of the business for some four years.

The Ann Arbor Elevator at Oak Grove, Mich., which is managed by J. F. Moody, has been enlarged and improved.

The Northern Grain Co. of Chicago is building a 15,000-bushel elevator at Portage, Wis. It will be completed by May 1.

The farmers about Swea City, Iowa, have decided to organize a grain company to be known as the Farmers' Elevator Co.

The grain firm of Clark & Daniels at Barrington, N. H., has dissolved, and F. H. Clark & Son will continue the business.

Isaac H. French & Co. of Champaign have succeeded to the grain business of S. A. Evans at Galesville, Platt County, Ill.

B. P. Staley of Champaign, Ill., will build an addition to his grain elevator. To increase its capacity to 35,000 bushels.

The Diamond Elevator at Kansas City, Mo., having a capacity of 25,000 bushels, has been leased by C. F. Orthwein & Sons.

Jay Pickrel has purchased the old elevator and warehouse at Gilson, Ill., and is fixing it up for the purpose of buying grain.

H. Long & Son of Savoy have purchased Coon Bros' elevator at Claytonville, Ill., and have moved there to take charge of it.

The C. M. & St. P. Ry. Co. will build an elevator at once at Tama, Iowa, to replace the one destroyed by fire a few months ago.

Driscoll & Thompson have made arrangements for building a large warehouse for grain and machinery at Genesee, Idaho.

Andrews & Gage at Wheatland, N. Dak., will erect a small building in connection with their elevator and put in a feed mill.

It is now confidently expected that the efforts being made by the Advancement Association of Sheboygan, Wis., of which James Mallmann is president, will result in at least one elevator being built

there this summer and possibly two. The capacities of the proposed houses will be from 1,000,000 to 1,500,000 bushels each.

It is reported that F. Tegge will build an elevator at Papineau, Ill., this summer, while Wm. Sievert will build an addition to his.

J. W. Decker has placed a Barnard Warehouse Separator, made by the Barnard & Leas Mfg. Co., in his elevator at Eustis, Nebr.

H. Toeter's warehouse at Toeterville, Iowa, is now completed and is taking in grain under the management of B. F. Muldown.

The new grain elevator of the Commercial Milling Co. at Detroit, Mich., is to be operated by a 50 horse power gasoline engine.

Among recent sales of Victor Corn Shellers made by the Barnard & Leas Mfg. Co. is one to Fairbanks, Morse & Co., Chicago, Ill.

John Walters & Co.'s new elevator at Parnell, Ill., is completed. The machinery is operated by a 10-horse power gasoline engine.

H. M. Beck is preparing to build a grain elevator at Mt. Blanchard, Ohio, and it is reported that W. L. Bristol also intends building one.

P. S. Paradis has bought out Dyer & Dudley's grain store at Wilkesonville, Mass., and removed the contents to his store at Millbury.

The Farmers' Elevator at Talmage, Nebr., declared a dividend of 2 per cent. last month, making a total of 15 per cent. since last July.

The grain firm of Cornelison, Margrave & Co. at Reserve, Kans., has recently been dissolved, and is succeeded by R. W. Cornelison & Co.

T. J. Hanley has leased his elevators at Merna, Ill., to the Middle Division Elevator Co. He will act as buyer for that company at Barnes.

Work is being pushed on the 500,000-bushel elevator which the Kansas City, Pittsburg & Gulf Railroad is building at Port Arthur, Texas.

A. P. Dickey Warehouse Separators have lately been purchased for elevators at Edmonton, Leduc, Wetaskewin and Red Deer in Manitoba.

B. J. Dunn of Fairmont and H. Kruse of Welcome, Minn., intend to move to Swea, Iowa, where they will engage in the grain business in July.

Jesse Benson of Colfax has purchased the grain business of G. L. McClure at Mahomet, Ill., and will build a new elevator near the old one.

L. S. Chittenden has let the contract for building a 15,000-bushel elevator at Tecumseh, Nebr. Its equipment will be thoroughly modern.

E. D. Churchill & Sons, Chenoa, Ill., recently placed an order with the Webster Mfg. Co. for machinery to go in their elevator at Meadows.

C. H. Feltman is building a new grain elevator at Trivoli, Ill., and awarded his contract to the Weller Mfg. Co. for the machinery outfit.

Mr. Huhn has retired from the grain firm of Wiperman & Huhn at Shawano, Wis. Claude Miller is looking after the business at the elevator.

Pratt & Jarvis, Durand, Mich., have secured a site and will soon commence work on a 40 to 50 barrel flour mill and also a grain elevator.

Armour & Co., Chicago, Ill., have purchased from the Barnard & Leas Mfg. Co. a No. 4 Victor Corn Sheller and a No. 5 Cornwall Corn Cleaner.

The Weller Mfg. Co. has been awarded the contract for the complete outfit of machinery for the new elevator of Wm. Neat at Winchester, Ill.

The farmers of Waseca, Minn., have effected a temporary organization and already have a good subscription for stock in an elevator company.

The Farmers' Coöperative Co. at Dalton, Minn., held a meeting recently with a view to securing a site on the railroad right of way for an elevator.

The Ashland Elevator Co. at Ashland, Ill., has secured a site along the C. & A. Ry. side tracks, and the erection of the elevator will be begun promptly.

The Weller Mfg. Co. of Chicago was a recent purchaser of 2 Victor Corn Shellers and a Cornwall Corn Cleaner from the Barnard & Leas Mfg. Co.

W. L. Kidder has awarded his contract to the Weller Mfg. Co. for all the grain conveying and grain cleaning machinery for his elevator at Paris, Ill.

The grain firm of Lally & Baxter at Milford, Mass., has dissolved. James Lally bought the interest of his partner, P. J. Baxter, and will continue the business.

The Canal Elevator and Warehouse Co. of Cincinnati, Ohio, made an assignment on March 22. The general cause of the failure was lack of business. The indebtedness of the concern as scheduled

by Henry Buchhold, assignee, is \$72,927.26. The property was appraised at \$100,960, with \$535 of collectable accounts.

Walter L. Butterfield has purchased the grain business of W. D. Clark at Berwick, N. H., and will conduct it in connection with his grist mill.

E. W. Ames has purchased the flour mill at Black Rock, N. Y., formerly operated by Harvey & Henry, and will probably convert it into a grain elevator.

Farmers at Pauline, Nebr., have organized the Pauline Grain & Supply Co. T. T. Jones is president, J. N. Dean secretary, and Griff Evans treasurer.

The Weller Mfg. Co. has an order from G. F. Thomas of Swea City, Iowa, for all the grain handling machinery in his new elevator at that place.

Morrison & Grindley have sold their elevator at Thomasboro, Ill., to B. P. Staley and a Mr. Ricker of Champaign. They will take possession about June 1.

A Barnard Elevator Separator has recently been purchased by the Crowell Lumber & Grain Company of Lindsay, Nebr., from the Barnard & Leas Mfg. Co.

Balfour, Williamson & Co., the New York City commission and shipping house, have purchased an Eureka Bran Packer from the Barnard & Leas Mfg. Co.

G. B. Larison of Stanford, Ill., recently purchased the elevator and coal business of Boner & De Bolt at El Paso, and it is now being conducted by Fred S. Larison.

Gilchrist, Hayes & Co., Le Roy, Minn., lately placed in their elevator a warehouse mill and overblast separator, bought of the A. P. Dickey Mfg. Co., at Racine, Wis.

Cressler Bros. whose elevator at Scranton, Iowa, was burned about three weeks ago, have received the full amount of their insurance (\$6,500), and will soon rebuild.

Thomas Brown will add to his elevator plant at Faribault, Minn., a 100-barrel flour mill. He has ordered the machinery outfit from the Barnard & Leas Mfg. Co.

L. J. Jeter of Yorkville, Ill., has purchased an elevator at Plano from the Stewart estate. C. E. Jeter has moved to Plano and will have charge of the business.

E. M. Wayne of Delavan, Ill., has awarded his contract to the Weller Mfg. Co. for the machinery equipment of his new 25,000-bushel grain elevator at Klondike, Ill.

A news correspondent at Bowers, Ind., says there is a splendid opening there for an elevator, as the farmers have to haul their grain from 5 to 10 miles to find a market.

Hager & Harp have purchased the elevator at Russia, Ohio, recently occupied by W. H. Day, and will continue the business under the management of Charles Paulus.

James Harwood & Son have torn down their old elevator at Garrison, Iowa, and are building a new one of 20,000 bushels' capacity. It will be operated by a gasoline engine.

Marselus Brothers have sold their elevator at Sandwich, Ill., to the Middle Division Elevator Co. of Chicago. The building will be remodeled, improved and enlarged.

Patrick Sheeran of Chapman, Kans., has sold his interest in the Smoky Hill Elevator to P. D. Howe. The latter party and Tom Sheeran comprise the firm of Sheeran & Howe.

Buchholz & Spellmeyer at Melvin, Ill., have decided to use their present elevator as a warehouse and build in connection with it an elevator 40x50 feet and 60 feet high.

The farmers' elevator company which was organized at Faribault, Minn., last year, has secured sufficient subscriptions to enable them to build an elevator this summer.

Smith & Fryer's elevator at Delavan, Ill., is nearing completion. It is 30x30 feet and 75 feet high, with an engine house 18x20 feet. The office is also in a separate structure.

The Trans-Mississippi Grain Co., which recently purchased the Interstate Elevator at Maurice, Iowa, has been making extensive repairs under the supervision of J. A. Jameson.

John W. Green, F. W. Pringle and F. N. Hillis have incorporated the Hawkeye Elevator Co. at Chicago with a capital of \$50,000, for the purpose of operating an elevator.

A full outfit of machinery, together with a Webster Gasoline Engine, was recently furnished by the Webster Mfg. Co. to John Howie of Brooklyn, Iowa, for his new elevator. The design of the ele-

vator is such as to enable Mr. Howie to handle grain quickly and economically. He is to be congratulated upon the possession of an elevator that is a model in every way.

R. J. Riley has purchased the interest of H. Wendel, his partner, in the grain firm of R. J. Riley & Co. at Saunemin, Ill., and will conduct the business at that point alone.

The farmers and business men of Dominion City, Man., have organized a stock company and will build an elevator at that place, which will make the third grain house there.

The McLaughlin Elevator Co., Austin, Minn., has been incorporated by D. F. McLaughlin of Fargo and M. B. McLaughlin and S. A. Smith of Austin. The capital stock is \$20,000.

Grain cleaners of the A. P. Dickey Mfg. Co.'s make have been placed lately in elevators at Emmet, Mich.; Clay City, Ill.; Exira and Orient, Iowa; German Valley and Chicago, Ill.

Work is about to be commenced on the large steel tank elevator of the Davenport Glucose Co. at Davenport, Iowa. Contracts for the erection of the plant will be let to local builders.

J. C. Going and C. W. Hoyt have dissolved partnership in the grain business at North Topeka, Kans. Mr. Hoyt has entered into partnership with D. N. Thompson on the south side.

The Lindsborg Milling & Elevator Co. at Lindsborg, Kans., is to build a 25,000-bushel elevator in connection with its milling plant. A warehouse for 20 cars of flour will also be added.

J. A. Dugger Jr. of Culleoka and J. L. Hutten of Columbia, Tenn., have gone into the grain business at the former place. They will also prepare husks for the manufacture of mattresses.

The Farmers' Incorporated Coöperative Society of Thornton, Iowa, recently rented its elevator to W. A. Holdren, who has been doing a successful grain business there for the past year.

The safe in Harter's grain office at Sac City, Iowa, was recently blown open by burglars, but they were evidently frightened away before opening the money drawer, which was not locked.

Grain dealers along the line of the Wabash Railway have been asked to paint their elevators the same color as the depot (a slate color) and it is said that many of them are complying.

Wasson & Son are converting their grain warehouse at Harrisburg, Ill., into an elevator. A 20-horse power gasoline engine is to be used for operating a corn sheller and other machinery.

The Grain and live stock firm of Peterson & Co. at Osceola, Nebr., has been succeeded by Nelson Bros. The members of the new firm are Verner and Baxter Nelson and Wm. Courtney.

Inkster Bros. of Herscher, Ill., have recently placed orders with the Webster Mfg. Co. for a 10-horse power Webster Gasoline Engine and a full equipment of machinery for their elevator.

It is reported that President Walters and other officials of the Lehigh Valley Railroad have decided to increase the elevator capacity of Perth Amboy, N. J., by erecting another grain elevator.

The mill and elevator of the Isaac Harter Milling Co., which recently burned at Fostoria, Ohio, are to be rebuilt. The Barnett & Record Co. of Minneapolis has the contract for erecting the buildings.

The Richmond Elevator Co. is erecting a large warehouse just south of its elevator at Richmond, Mich. It is 30 feet wide and will have a frontage of 70 feet along the Grand Trunk Railway tracks.

Philadelphia newspapers report that owing to the large grain receipts at the Girard Point and Port Richmond elevators in that city, the present houses will be enlarged and work rushed on the two new ones.

Clyde Dunlap, proprietor of the Trafalgar Elevator at Morgantown, Ind., closed his house down for a few days recently in order to make improvements which include another dump and a new gasoline engine.

The Farmers' Coöperative Grain Co. has been incorporated at Hetland, Kingsbury Co., S. Dak., by H. B. Johnson, John Weidenkopf, Erland Johnson, J. L. Crothers and P. R. Crothers. The capital stock is \$50,000.

The grain and commission business of S. D. Grafflin & Son, which firm is composed of G. Hensley and H. C. Grafflin, will be continued at Logansport, Ind., by the last mentioned member under his own name.

A farmers' elevator company has been organized at Cokato, Minn., with a capital stock of \$10,000. About \$2,400 was subscribed by those present at the first meeting. The Cokato Elevator Co., also owned by farmers, has done a very successful business for nine years. The new company will build at once,

thus giving the town five elevators, besides the local mill, and making it the banner wheat market of Wright county.

The farmers of Adams County, Nebraska, have organized the Farmers' Grain & Supply Co., with headquarters at Hastings. J. T. Maddock, Cyrus Farney and E. T. Winters are prominent among the organizers.

The Charleston Grain and Feed Co. at Charleston, S. C., has been incorporated, with a capital stock of \$10,000. The incorporators are Charles C. Lewis, R. G. Hubbard, C. C. Lewis Jr., J. W. Hubbard and Julius Staehlin.

B. A. Lockwood has purchased the old brick elevator at Ames, Iowa, and is removing the building and machinery to Ontario, Iowa, where it will be rebuilt. Mr. S. P. Zenor will have charge of it when completed.

It is reported that the Canadian Pacific Railway will build another elevator at St. John, N. B., this season, having a capacity of 600,000 or 800,000 bushels. The capacity of its present house there is 300,000 bushels.

The flour and grain firms of Armstrong, Squire & Co. and J. H. Armstrong & Co. of North East, Md., have dissolved. J. H. Armstrong will continue the business at North East, while Mr. Squire will locate in Philadelphia.

James O. Johnson has sold his elevator at Wolcott, Ind., to Boner & De Bolt, who recently retired from the elevator business at El Paso, Ill. During the summer a new and modern elevator will be erected near the old one.

H. C. Schnack is about to commence the erection of a grain warehouse at Mt. Vernon, Ill. It will be 122x42 feet, one and a half stories high, with corrugated iron siding and steel roof. Its capacity will be 50,000 bushels.

The Trans-Mississippi Grain Co. will build an elevator 30x30x28 feet at Odebolt, Iowa. It will have a capacity of 60,000 bushels and will be located on the site of the St. Paul & Kansas City Elevator, which burned last summer.

The Minneapolis & Northern Elevator Co. has leased the National Elevator at Lakota, N. Dak., and its agent, J. M. Hartin, will buy grain there until its recently burned elevator can be rebuilt, which will be done this spring.

N. A. Mansfield has sold his elevator at Tuscola, Ill., to J. E. Ray, of Ridgeville, Iroquois County. Mr. Ray will take charge on July 1, when Mr. Mansfield will return to Niantic, from which place he had not removed his family.

H. Ream & Son of Lissant, Ill., have leased the old brick elevator at Tower Hill from a Mr. Webster of Chicago. They are remodeling the elevator all around, putting in a new boiler, and a grain dump, so as to do away with shoveling.

E. L. Bleistine, proprietor of the large grain warehouse at Myerstown, Pa., has leased E. Z. Walborn's flour mill and will operate it in connection with his grain business. His son, George S., will be interested with him in the business.

H. A. Moss, George H. L. Beckedorff, Alfred W. Fee, Andrew A. Anderson and James W. Benchley have filed articles of incorporation of Moss & Co. The corporation will engage in a general wholesale and retail business in grain at San Francisco, Cal.

A. S. Chadbourne, a prominent business man of Vinton, Iowa, for the past thirty years, has sold his elevator business to George and Stephen Wallace. They will take possession about June 1, when Mr. Chadbourne will retire from active business life.

P. H. Goslin, agent at Clarion, Iowa, for Chas. Counselman & Co., about the middle of last month closed the biggest grain deal ever made in that town by purchasing 60,000 bushels of oats. For a part 25 cents was paid and the balance brought about 24 cents.

The Halliday Elevator Co. at Cairo, Ill., has incorporated with a capital stock of \$30,000. The incorporators are Harry S. Halliday, Douglas Halliday and Eliza P. Capen. The foundation for an elevator has been completed and the building will proceed at once.

The Turner-Hudnut Co. now has in successful operation a suction pipe for unloading grain from river barges into its elevators at Pekin, Ill. The pipe carries the grain a distance of 400 feet from the boat to the top of the elevator, and is calculated to have a capacity of about 400 bushels per hour.

The Warren Grain Co. and W. R. Johnstone & Co. at Atlanta, Ga., have consolidated under the name of the Warren-Johnstone Grain Co. The company has been incorporated, with a paid-up capital of \$20,000, with privilege of increasing to \$100,000. W. H. Warren is president; W. R. Johnstone, vice-president; A. G. Swaffield, treasurer, and E. A. Holbrook, secretary. The company's enlarged ware-

house affords trackage for 10 cars at its rear, enabling it to handle expeditiously its large business of receiving and shipping grain, flour and hay.

Central Elevator A, a house of small capacity at St. Louis, which has been closed for more than two years, is to be torn down, as the ground on which it stands has been leased to the Terminal Association for switching purposes by the Consolidated Elevator Co.

In addition to the large elevator now being built at Chattanooga, Tenn., by the Mountain City Mill Co., it is reported that that company is also preparing for the erection of a steel tank elevator 40 feet in diameter and 70 feet high. Its capacity will be about 100,000 bushels.

A Farmers' Elevator Co. has been organized at Ortonville, Minn., to handle grain and fuel. The following officers have been elected: President, A. B. Campbell; vice-president, F. Oestrich; secretary, J. E. Keefe; treasurer, P. Clarke. An elevator will probably be built soon.

The Great Northern Railway has plans completed for a 3,000,000-bushel steel elevator for the storage and handling of corn, which will be somewhat like the Great Northern Elevator at Buffalo. It is said the new house will soon be built at Superior, next to that company's elevator A.

The 1,000,000-bushel elevator which the Grand Trunk Railway was to have built at Collingwood, Ont., will not be put up this season. It is said that this decision has been reached by reason of the dredging in the harbor not having proceeded far enough to admit the entrance of deep-draught vessels this year.

Hancock & Co., a large grain exporting house of Philadelphia, has leased the Coatsworth Elevator at Buffalo, and took possession April 1. The Coatsworth has a capacity of 650,000 bushels; it stands on the island and makes deliveries to all the railroads, but it is said that under the new management the shipments will probably be made largely over the Lehigh Valley Railroad.

It is now practically settled that the Union Elevator at East St. Louis, Ill., owned by the Consolidated Elevator Co., which was burned in January, will be rebuilt at once. It is said that the new house will be constructed of wood, and have a capacity of 1,250,000 bushels. The machinery will be of the most modern, and the elevating capacity will be at least three times that of the old house.

M. F. Percy of Anita, Iowa, recently placed an order for a 10-horse power Webster Gasoline Engine, together with a complete elevator outfit, including sheller, cleaner, etc. Shipment of this machinery was made by the Webster Mfg. Co. a short time ago and the plant is now in operation and giving the best results. Preference was given to the Webster engine and machinery over seven other competitors.

The Brinkman & Rinertsen Grain Co. is a newly organized firm at Kansas City, Mo., for buying and selling grain and feed. It has a new elevator at Twenty-fourth and Broadway, with a capacity of 100,000 bushels. G. L. Brinkman, president of the Kansas City Milling Co., is a member of the firm, while Mr. Rinertsen has been with the Johnson-Brinkman Grain Co. for several years, and has an experience of 20 years in the grain business.

E. C. Paull recently purchased the old grain stores of Briggs & Co. at Weir, Mass., and is thoroughly remodeling them. The tearing out of the interior arrangements to give place to more modern conveniences recalls to the minds of many of the older inhabitants the days of 40 or more years ago, when Artemus Briggs operated the entire plant. It was never-ending amusement for the youngsters of those days to tumble in and out of the huge piles of corn that were being dumped from the old-fashioned bucket in which it was hoisted from the vessel hold to the highest part of the building. It was only the timely assistance of some strong-armed employe that saved many of them from being smothered by allowing themselves to sink in the yielding grain.

Henry Clews wired here that while aid was being extended reconcentrados, charity at home should not be forgotten, particularly in the case of the elevator people at Chicago.—Bee, Toledo, Ohio.

Four hundred carloads of grain have been taken from the ruins of the Union Elevator at East St. Louis, Ill., which burned on January 25. On the evening of March 16—50 days after the fire—the wind fanned the smoldering ruins into flame, so that the fire department had to be called.

Wood Bros., live stock commission merchants of Chicago, have issued the sixth edition of "Facts and Figures," a pamphlet of 56 pages containing a number of facts and figures relating to Chicago's live stock trade during the last 20 years, together with other valuable information. Parties interested in the live stock business can secure a copy free of charge upon application.

OBITUARY

W. W. Pool, president of the Nebraska Merchandise Co. at Ravenna, Nebr., died recently.

Peter R. Streeper, at one time well known in Camden, N. J., as a grain and feed merchant, died March 28.

Samuel Gross, a feed broker and member of the Philadelphia Commercial Exchange, died in that city on March 21.

Philip McLaughlin, who has bought grain at Austin and Lyle, Minn., for over a quarter of a century, died on March 18, aged 63.

Thomas H. Burnham died at Glens Falls, N. Y., April 7, at the age of 89. He was for many years a large dealer in grain at Cleveland, Ohio.

Lawson Sibley died at Springfield, Mass., on March 18, at the age of 62. He entered the grain business in that city in 1859 and retired about three years ago.

James B. Thompson of Chicago died at Geneva, Ill., on March 27. He came to Chicago in 1853, and had been prominent in grain and lumber circles since that time.

John R. Devine died March 9 after a residence of 45 years in Chicago. He was born in New York in 1823 and for many years was engaged in the grain commission business in Chicago.

Frederick Cony, a popular citizen of Augusta, Maine, died suddenly of heart disease on March 13. He graduated from Bowdoin College in 1880, and has since carried on a grain business in Augusta.

Captain Joseph B. Hall, an old lake navigator and a conspicuous figure in Chicago for over 30 years, died March 27, aged 75 years. For some 8 or 9 years prior to 1885 he was an active member of the Board of Trade and engaged in the commission business.

Jacob Tome, of Port Deposit, Maryland, one of that state's most distinguished citizens, died March 15, at the age of about 88. Among other extensive interests, he was engaged in the grain and fertilizer business with Jos. W. Reynolds, under the firm name of J. Tome & Co.

James S. Fowler, a pioneer in the grain business in Milwaukee, Wis., died March 14 at St. Mary's Hospital in that city after a prolonged illness. He was 68 years of age and had seen 30 years of active life in the grain commission business before his retirement 10 years ago.

Bernhard Heuckman, one of the pioneer grain men of Cincinnati, Ohio, died in that city March 30. More than 25 years ago Mr. Heuckman and the late Christian Klein started the Buckeye Feed Mills, in which they were associated for many years. He died suddenly from heart disease.

Joseph Sheldon Noble, a well-known grain merchant of Springfield, Mass., died of paralysis on March 12 at the age of 69 years. He was a prominent member of numerous business and fraternal organizations. Resolutions of sympathy were adopted by the grain dealers of Springfield.

Jacob C. Myers died of pneumonia March 24, in Chicago, at the age of 67. He removed to Chicago from Woodford County, Illinois, in 1866, and became a member of the Board of Trade the following year. With his son, J. A. Myers, as partner, he started the grain commission firm of J. C. Myers & Co., and from which he retired in 1892.

William Thurstone died at Buffalo, N. Y., March 26, at the age of 72 years. For 36 years he served as secretary of the Buffalo Board of Trade and its successor, the Merchants' Exchange. He was a native of England, and came to Buffalo at the age of 28. On account of his long connection with the Exchange, he will be greatly missed by its members.

Stephen P. Sears died at Tacoma, Wash., on March 30 of a complication of heart and kidney diseases. He was a son of the late Frank A. Sears, and was born at Buffalo, N. Y., 38 years ago. A short time after graduating from Cornell College he engaged in the grain business with his father at Buffalo. In 1887 he moved to Tacoma and established the grain commission firm of Sears & Co., which was dissolved by the death of the senior member about a year ago.

James Russell Haviland died suddenly at his home in Brooklyn, N. Y., on March 10, although he had been in ill health for some time. He was born at Athens, N. Y., Oct. 4, 1842; moved to New York in 1861 and became connected with the grain business. He was in charge of the grain elevators at Sixtieth Street, New York, until they were burned about eight years ago. He then removed to Brooklyn, where he has been in charge of the elevators at Columbia and Dow streets.

Fires - Casualties

B. A. Betts' wheat elevator and warehouse at Chewsville, Md., burned April 7.

On March 19 a fire in the grain elevator at the Pioneer Mills, Sacramento, Cal., caused a loss of about \$100.

J. N. Hairgrove's grain office at Lowder, Ill., was burned March 14 by a fire originating in an adjoining building.

The Cressler Elevator at Scranton, Iowa, together with a quantity of corn and oats, was destroyed by fire on March 18.

At Madison, Minn., on the night of March 17, the office of Gilbert Carlson's elevator was burned, but the main building was saved.

Gooding & Son's grain elevator at Gooding, Mich., was destroyed by fire April 2. It was insured for \$3,600. The origin of the fire is unknown.

The floating grain elevator Bolivar sank at the Prentice Stores, Brooklyn, N. Y., on March 29. It will be raised by a wrecking company.

On the evening of March 15 quite an extensive blaze was discovered in the elevator at Princeton, Ill., but the fire department soon extinguished it.

At Toulon, Ill., on March 22 the elevator and grain warehouses of Cole Bros. were destroyed by fire. The loss is reported as \$25,000, with insurance of only \$5,000.

Clare Byers' old elevator at Adel, Ia., was burned March 19. The building contained no grain, it all being in Mr. Byers' larger elevator. The house was fully insured.

Frank Belvly's grain establishment at New Albany, Ind., was damaged by fire on March 16 to the extent of about \$3,000. The loss is partially covered by insurance.

A crib containing between 5,000 and 6,000 bushels of corn at Silver Creek, Nebr., was almost wholly destroyed by fire March 31. It was the property of the Omaha Elevator Co.

The grain office of John Rapp & Son at San Jose, Ill., was destroyed by fire March 27, said to have been caused by some lime in the office getting wet. Loss about \$200, with no insurance.

On March 14 a fire was discovered in the elevator of P. S. Bronaugh & Co., at Auburn, Ill., but was quickly extinguished by the fire department. It originated from a hot box in the cob elevator.

At Springhill, Kans., on March 10, the elevator and adjoining lumber yard of L. Chamberlain were burned to the ground, entailing a loss of \$7,000 or more. This loss is complete as there was no insurance.

The Interstate Grain Co.'s elevator at Sherman, S. Dak., burned on the night of March 21. There was 10,000 to 12,000 bushels of grain in the house. The fire is supposed to have originated from the office stove.

A granary belonging to H. H. Couchman, at Calhoun, Nebr., burned on March 20. Among the contents was 1,000 bushels of wheat and 700 bushels of corn. It was insured to the extent of about one-half the loss.

While working about the engine recently, George Harp, engineer at Spainhour & Co.'s elevator at Lanes, Ill., was hit on the head by the flywheel and his skull was fractured, but the injury will probably not prove fatal.

Denham's Elevator at Coopersville, Mich., burned March 15, together with \$6,000 worth of grass seed, a carload of rye and a lot of baled hay. Loss reported as \$3,000, with insurance of \$1,800. The elevator will be rebuilt.

Charles Sharping's grain warehouse at Hindsburg, N. Y., containing 3,000 bushels of wheat and 5,000 bushels of beans, was burned on March 8. The loss is estimated at \$6,500. Insurance on buildings, \$2,000; and on grain \$3,000.

On March 26 the feed stores and grain warehouses of T. G. Driscoll and H. B. Weeks at St. Albans, Vt., were destroyed by fire. Mr. Driscoll carried \$10,100 insurance, and Mr. Weeks \$5,400, which will about cover the loss in both cases.

The elevator at Crookston, Minn., owned by the Minneapolis & Northern Elevator Co., was burned March 31, together with three Great Northern cars loaded with flour, wheat and lumber. The elevator was empty, not having been used of late.

The buildings of the James Reynolds Elevator Co. at Poughkeepsie, N. Y., were totally destroyed by fire on March 22. A car containing 125 barrels of flour and another loaded with feed and hay were also burned. The origin of the fire cannot be accounted for unless from locomotive sparks. The

loss may reach \$40,000 or more, but is fully covered by insurance. The buildings were of recent construction and are said to have cost \$30,000.

The Consolidated Elevator Co.'s elevator at Wapeton, N. Dak., burned on March 31. The fire was first seen in the cupola from the outside, but its origin is not known. It was remodeled last fall. It contained no grain at the time of the fire.

The Blair Elevator at Broken Bow, Nebr., owned by the Central Granary Co. of Omaha, was burned on March 22. It contained about 7,000 bushels of shelled corn. It is thought that tramps had taken refuge in the basement and built a fire for their comfort.

A small elevator at Glasford, Ill., owned by Thos. Couch, was burned on March 11. It contained some 500 bushels of corn and oats. The loss amounted to about \$1,000, partly covered by insurance. The fire is supposed to be the work of an incendiary.

On the afternoon of March 17 some of the wood-work in Sheeran's Elevator at Belvue, Kans., took fire from a belt. It was apparently extinguished, but at 2 o'clock the next morning it was found to be in flames and was entirely destroyed. It was insured for \$800.

Roach Brothers' elevator at Clyde, Kans., burned to the ground on March 26. It was operated by W. L. Brandon, and contained about 15,000 bushels of grain. The loss is \$10,000; insurance \$4,000. The Missouri Pacific Railway lost a car filled with grain.

The Minneapolis & Northern Elevator at Lakota, N. Dak., was totally destroyed by a fire on March 18. It is said to have originated from a hot journal box. The capacity of the house was 40,000 bushels and there was in store at the time of the fire 18,000 bushels of wheat and 5,000 bushels of flax.

By the overturning of a lantern in the hay warehouse of Coonley & Illenfritz at Bristow, Iowa, on March 28, property valued at \$50,000 was burned. The fire spread to the grain elevator of W. L. Luz and destroyed it, together with its contents belonging to L. D. Shaw. Mr. Luz is a resident of Minneapolis, Minn.

The Stolzbergh Elevator at Ransom, Ill., operated by D. O. Fisher, was destroyed by fire March 28. It contained some 30,000 bushels of oats and 5,000 bushels of corn. There was an insurance of \$2,000 on the building. The loss of the grain will fall on the farmers and Chicago grain dealers to whom it had been sold.

The elevator and warehouse of C. K. Yates, at Farmer, N. Y., were destroyed by a fire of unknown origin on the night of March 15. The buildings contained about 1,000 bushels of oats, 300 bushels of wheat, a carload of hay and two carloads of straw. Mr. Yates places his loss at \$5,000, with \$2,000 insurance.

The large warehouse of A. Goeke & Sons at Evansville, Ind., was destroyed by fire on the evening of March 30. It was filled with corn, wheat, bran, hay, etc. Their large elevator adjoining, together with the oats in store, was badly damaged by smoke and water. Total loss is placed at \$30,000, with insurance of about \$15,000.

On March 27 fire destroyed two elevators at Ipswich, S. Dak. They were owned by the Victoria Elevator Co. and the Bagley Elevator Co. of Minneapolis, Minn. The fire is supposed to have originated from some stoves in the Victoria Elevator, which were used to keep potatoes from freezing. The house was empty of grain, but the Bagley contained 3,500 bushels of wheat.

On the morning of March 10 a fire, supposed to have been set by tramps, destroyed the grain elevator and coal yards of J. C. Haines & Co. at Augusta, Kansas. Four box cars, two buggies and one team were also burned. The loss is about \$8,000 with only \$1,500 insurance. The firm has been in the grain business at Augusta for 20 years, and expect to rebuild the elevator.

On the afternoon of March 23 the boiler in the Babcock Grain Co.'s elevator and feed mill at Reed City, Mich., exploded, killing two employees, Clark Grant and Peter Youngs, and badly wrecking the building. The mangled bodies were blown through the air a distance of 70 feet from the boiler room. The plant is owned and operated by I. E. Babcock and Isaac Grant, the latter being the father of Clark Grant, who was killed. Peter Youngs was the engineer.

An unusually destructive elevator fire occurred at Hudson, S. Dak., on March 23. Four elevators belonging to the following parties were destroyed: Terwilliger & Dwight of Rock Valley, Bender Bros. of Spencer, Ia.; Hunting Elevator Co. of McGregor and the Farmers' Elevator Co. of Hudson. The fire originated in the house of Terwilliger & Dwight, and is supposed to have been due to the carelessness of tramps. The aggregate amount of grain destroyed is 9,000 bushels of wheat, 6,000 bushels of

oats and 2,000 bushels of corn. All will likely be rebuilt at once with the possible exception of the Farmers'.

The grain elevator and machinery warehouse of Meents, Smith & Cloke at Chatsworth, Ill., were burned on March 15. The loss is fully covered by insurance. No grain was in the house at the time of the fire. The elevator was built some 34 years ago and had a capacity of 30,000 bushels. The elevating was done by horse power.

A fire was discovered in the top of Geo. B. Brown's elevator at Ipswich, Mass., on March 10, supposed to have originated from the machinery. After an ineffectual attempt to extinguish it with chemicals, the fire department was called. It appears that the department was not accustomed to fighting fire at any considerable height and did not get it under control until some \$5,000 worth of damage had been done.

Late Patents

Issued on March 15, 1898.

Baling Press.—Thomas Kirshman, California, and Logan M. Medlin, Latham, Mo. No. 600,791. Filed April 19, 1897.

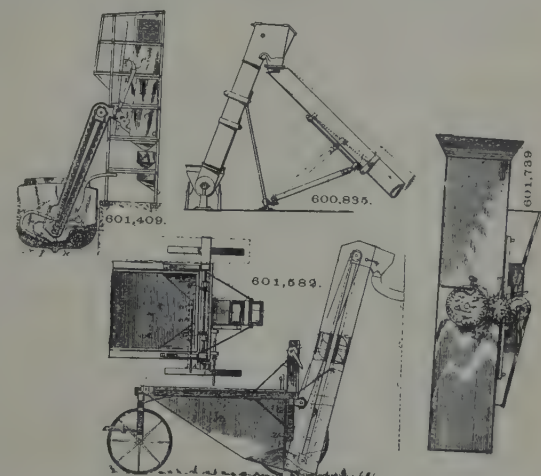
Bucket Elevator.—James M. Dodge, Philadelphia, Pa., assignor to the Link-Belt Engineering Co., same place. No. 600,770. Filed March 26, 1897.

Explosive Engine.—Alexander Winton, Cleveland, Ohio. No. 600,819. Filed June 26, 1896. Renewed Feb. 12, 1898.

Gas Engine.—Joseph Lizotte, Quincy, Mass., assignor of one-half to Mellen N. Bray, Boston, Mass. No. 600,675. Filed June 28, 1897.

Gas Engine.—Benjamin C. Vanduzen, Winton Place, Ohio, assignor, by direct and mesne assignments, to the Vanduzen Gas and Gasoline Engine Co., Cincinnati, Ohio. No. 600,754. Filed June 15, 1891.

Grain Elevator and Conveyor Spout.—David S. Lee and Frank C. Stuckel, Peoria, Ill., assignors to the Hart Weigher Co., same place. No. 600,835. Filed April 7, 1897. See cut.



Cotton Seed Hulling Machine.—Frank W. Cross, Baltimore, Md., assignor of one-half to Henry F. Getz, Washington, D. C. No. 600,575. Filed July 20, 1896.

Issued on March 22, 1898.

Gas Engine.—Fitz E. Culver Chicago, Ill. No. 601,012. Filed Dec. 14, 1896. Renewed Dec. 27, 1897. Patented in England Dec. 16, 1896. No. 28,842, and in France March 22, 1897. No. 262,204.

Apparatus for Drying Malt.—Wm. H. Prinz, Austin, Ill., assignor to the Saladin Pneumatic Malt-drying Construction Co., Chicago, Ill. No. 601,044. Filed April 29, 1897.

Automatic Grain Measurer.—Maurice Hanson, Swenoda, Minn. No. 601,140. Filed May 19, 1897.

Governor for Gas Engines.—Reuben Willetts, Beaver Falls, Pa. No. 601,190. Filed Feb. 10, 1897.

Gas Engine.—Samuel E. Maxwell, New Castle, Pa., assignor to Wm. H. Smith, same place. No. 601,210. Filed Jan. 21, 1897.

Issued on March 29, 1898.

Elevator for Grain, etc.—J. Talman Budd, Buffalo, N. Y. No. 601,409. Filed Aug. 20, 1897. See cut.

Portable Grain Elevator.—Isaac A. Milton, Bigelow, Minn. No. 601,582. Filed Oct. 16, 1897. See cut.

Issued on April 5, 1898.

Grain Measurer and Register.—Scott Stewart and John F. Swisher, Rivesville, W. Va. No. 601,739. Filed May 20, 1897. See cut.

Automatic Scale for Measuring Material in Bulk.—Pete B. Clarke, Mobile, Ala. No. 601,997. Filed May 20, 1895. Renewed Sept. 17, 1897.



M. C. Ward has opened a hay and feed store at Westmoreland, Kans.

Robert Williams and Job Sims have opened a hay and feed store at Lafayette, Ind.

L. D. Sugar has succeeded L. D. Sugar & Co. in the hay and grain business at Cerrillos, N. M.

Mr. Baxter has withdrawn from the hay, grain and flour firm of Lally & Baxter at Milford, Mass.

W. A. Young has succeeded Young & Sherman Bros. in the hay and grain business at Leadville, Colo.

A hay shed 30x30 feet has been erected in connection with W. W. Cargill & Co.'s new elevator at De Pere, Wis.

Simonson Bros. & Whitehead have succeeded Simonson Bros. in the hay, coal and lumber business at Alliance, Nebr.

An exchange remarks that if the hay trust will only put hay fever beyond the reach of mankind it will not have been in vain.

Geo. H. Stauffer retired from the hay, feed and coal business at Souderton, Pa., on April 1 and was succeeded by A. L. Clymer.

Considerable damage was done last month to hay in stacks on the hay marshes northwest of Plainfield, Wis., over which extensive fires raged.

A franchise for a hay and wood market at Cedar avenue and Twenty-sixth street, south, Minneapolis, Minn., has been granted to Frank T. Gilpatrick.

The large barn of Gilbert Dean, a farmer at Rawley, Iowa, was destroyed by fire March 7, together with 30 tons of hay and a large quantity of corn, oats, etc.

A large warehouse at Leavenworth, Kans., belonging to M. B. Donovan, was burned on March 14. It contained 25 carloads of baled hay. There was no insurance on the building or stock.

C. C. Adams & Sons have completed a building 30x60 feet at Weedsport, N. Y., to be used as a storage warehouse for hay, grain and produce, of which they are large purchasers and shippers.

An ordinance has been recommended for passage by a council committee in Minneapolis, Minn., prohibiting farmers from selling hay and wood in that city without a certificate from the public weighmaster.

The Palmer Storehouse at Coxsackie, N. Y., owned by Henry Van Bergen, burned on March 27. The hay, salt, grain and other goods in store were destroyed. The total loss is \$4,500, with insurance on building only.

The total exports of hay from the Argentine Republic for 1897 were 733,354 bales, which was virtually the same as was exported in 1896. The exports for January were 48,423, compared with 84,029 bales in January, 1897.

The Orange Judd Farmer says: Hay prices will probably continue low from now to the close of the season. At least this is the almost universal testimony of a large number of interior shippers and wholesale dealers, West and East, who are in a position to know.

A fire destroyed Robinson & Jones' hay and grain establishment in Natick, Mass., March 28, and spread to adjoining property, doing a damage of \$20,000. The hay was fired by a boy only 14 years old. He is not a bright boy and apparently had no motive other than to see what he could do.

During March there was received at Philadelphia 6,060 tons of hay, and 120 cars of straw. Two-thirds of the hay was inferior to No. 1, hence there is a good demand for that grade. During the present month receipts are expected to fall off 50 to 75 per cent., as farmers in the shipping districts will be busy with other spring work. For this reason an improvement in prices is expected.

Another destructive hay warehouse fire visited St. Louis, Mo., on March 13. This time the storehouse of the St. Louis Hay Exchange at Second and North Market streets was destroyed, together with 46,000 bales of hay and seven freight cars. The building was a two-story structure, 160x80 feet, built of heavy timbers and covered with corrugated sheet-iron. It was erected in 1895. The loss is estimated to be \$25,000; it is fully covered by insur-

ance and Henry S. Porter, the president of the company, states that the house will probably be rebuilt at once. The fire is supposed to have originated from a spark thrown out by a Wabash switch engine.

A case was before the Hay Committee of the Cincinnati Chamber of Commerce recently which was brought to establish the responsibility for the loss of 15 bales of hay from a car on a sidetrack, which had been sold by Strasberger & Levi to Henry Heile & Sons. As it was impossible from the evidence to determine when the door of the car had been forced open and the hay taken, the case was compromised.

It is said that a new use is being made of prairie hay by converting it into a material that is superior to excelsior for upholstering and packing purposes. A curled grass is produced by running the hay through corrugated cylinders heated by steam, which makes it soft and flexible and at the same time curling it. It is then baled like common hay. It is said that the only machines of this kind in use are at Shelby, Ill., and also near Wichert, in Kankakee county.

The quarterly dinner of the Board of Trade Hay and Grain Dealers' Association of Chicago was held on the evening of March 28 at the Sherman House. Sixty guests were present, among them representatives of the Hay Receivers' Association of Chicago and the Flour and Feed Dealers' Association. J. W. Fernald acted as toastmaster, and addresses were delivered by John J. Badenoch, George Bridge, James B. Carter, R. H. Peters, George S. Blakeslee, Charles Koch, Fred Grimsell and S. T. Edwards.

According to the San Francisco Chronicle, fortunes have been made by a number of dealers in that city who began laying in stocks of hay last summer and largely increased them in the autumn as the rain held off. The difference between the buying and selling price on the different stocks, it is said, would give profits ranging from \$25,000 to \$60,000. However this may be, there is a great scarcity of hay in California. Recently \$23 was offered and refused for choice wheat hay, which is the highest price reached since March, 1883. The weekly hay consumption of San Francisco is 3,000 tons, but for several months the weekly arrivals have only ranged from 1,400 to 2,200 tons. It is not believed that the best wheat hay will advance beyond \$25 or \$30, on account of the superior transportation facilities of the present, and the fact that if there is not enough rain for a grain crop it will be cut for hay.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics, hay aggregating 112 tons was imported during February, against 15,578 tons, valued at \$129,192, in February preceding; and during the eight months ending with February 30,095 tons, valued at \$26,398, were imported, against 84,088 tons, valued at \$735,466, imported during the corresponding months preceding.

Of imported hay we exported none in February of 1898 or 1897, and none during the eight months ending with February, against 67 tons during the corresponding months ending with February preceding. Of domestic hay we exported 7,083 tons, valued at \$101,966, in February, against 4,705 tons, valued at \$65,117, in February, 1897; and during the eight months ending with February we exported 49,486 tons, valued at \$697,697, against 38,508 tons, valued at \$527,477, for the corresponding months of 1896-97.

THE ASSOCIATION SEEKING UNIFORM RULES.

Editor American Elevator and Grain Trade:—I read with a great deal of interest your good paper, the "American Elevator and Grain Trade," and notice that in your issue of March 15 you have been kind enough to call especial attention to the next annual meeting of the National Hay Association. I am pleased that you have given so much room in your paper to the hay interests. I would be very glad, as will also the members of the Hay Association, if you would continue to call attention to the next annual meeting of the National Hay Association, to be held in Buffalo, N. Y., August 9, and urge the hay trade in general to become members.

This is a young association, now only in the fifth year of its existence, but it is here to stay. I feel safe in saying that those interested in it are doing their very best for the success of the Association, and hope to make the annual meeting in August next the banner meeting of the association.

I do not claim that at this stage of the Association our rules and grades are absolutely correct, but what we want is to increase our membership from all parts of the country, so that we may have our grades and rules such as will advance the interests of the largest number of hay dealers. The matter of grades of hay is a very serious one, but I believe a uniform grade of hay for this country is entirely practicable, and not only for hay, but grain as well. What a godsend it would be for the grain trade if we could have a national or uniform grade of grain,

so that a person buying No. 2 grain in one market would know it would be No. 2 in another. The hay trade generally, I think, has already begun to realize the good effects of the national or uniform grade of hay.

As president of the National Hay Association I extend a cordial invitation, not only to you, but also to the press of the country, including the daily and weekly newspapers, to be represented at the next meeting.

Yours truly,
Philadelphia, Pa.

E. L. ROGERS,
President.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market, during the last four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending March 19 the receipts of hay were 4,454 tons, against 4,651 tons for the previous week. Shipments for the week were 248 tons, against 225 tons for the previous week. The market was quiet and steady throughout the week. The arrivals were only moderate and a fair local demand existed for choice grades of both Timothy and Prairie Hay. Poor and medium grades were dull and could only be disposed of at very low prices. Sales of Choice Timothy ranged at \$9.00@10.00—outside for fancy; No. 1, \$8.00@8.50; No. 2, \$7.50; Not Graded, \$7.00@9.00; Choice Prairie, \$8.00@9.00; No. 1, \$7.00@7.50; No. 2, \$5.00@6.00; No. 3, \$4.50; No. 4, \$4.00@4.50. Rye straw sold at \$5.00@6.00, and oat straw at \$4.75.

During the week ending March 26 the receipts were 3,927 tons, against 4,454 tons for the previous week. Shipments for the week were 214 tons, against 248 tons for the previous week. The arrivals of Choice Timothy Hay were small, and during the latter part of the week the market was quite bare of offerings. A good local demand existed, and prices advanced considerably. Medium and low grades were in fair supply, and only moderate demand, with no material change in prices. The receipts of Prairie Hay were moderate, and the demand was only fair. There was no shipping demand for either Timothy or Prairie Hay. Sales of Choice Timothy ranged at \$9.00@10.50—outside for fancy; No. 1, \$8.00@9.25; No. 2, \$7.50@8.00; Not Graded, \$5.00@8.50; Choice Prairie, \$8.00@9.25—outside for Kansas; No. 1, \$7.00@8.50; No. 2, \$6.00; No. 3, \$4.50@5.50; No. 4, \$3.62½. Rye straw sold at \$4.00@6.00 for poor to choice.

During the week ending April 2 the receipts were 3,734 tons, against 3,927 tons the previous week. Shipments for the week were 320 tons, against 214 tons for the previous week. The market for Timothy Hay ruled very firm during the week. The arrivals were small, and strictly choice grades were scarce. A good local demand existed, and all consignments met with a ready sale. Choice grades of Prairie Hay were in only moderate supply, and a good demand existed, especially toward the close of the week. Low and medium grades were quiet with no improvement in prices. Sales of Choice Timothy ranged at \$9.50@10.50; No. 1, \$8.75@10.00; No. 2, \$7.75@8.50; Not Graded, \$6.00@8.75; Choice Prairie, \$8.50@9.50; No. 1, \$7.00@8.50; No. 2, \$5.50@6.50; No. 3, \$5.00@5.50; No. 4, \$4.00. Rye straw sold at \$5.00@6.00, and oat straw at \$4.25.

During the week April 9 the receipts were 4,839 tons, against 3,734 tons for the previous week. Shipments for the week were 199 tons, against 320 tons for the previous week. There was a good demand for Timothy Hay during the early part of the week, and as the offerings were light a firm feeling prevailed. Later in the week the demand was less urgent. The receipts of Prairie Hay showed a liberal increase, and strictly choice grades met with a moderate demand with no particular change in prices. Low and medium grades were in large supply and dull. Sales of Choice Timothy ranged at \$9.75@10.50; No. 1, \$8.50@9.50; No. 2, \$8.00@8.50; Not Graded, \$7.00@9.00; Clover Mixed, \$7.25; Choice Prairie, \$8.50@10.00—outside for fancy Kansas; No. 1, \$7.00@8.50; No. 2, \$4.50; No. 3, \$4.50@5.50; No. 4, \$3.50@4.50; Not Graded, \$8.00. Rye straw sold at \$5.00@6.00; Wheat straw at \$4.50, and Oat straw at \$4.50.

Dealing in grain stored in public elevators by the custodians of that grain is contrary to the public's interest and the constitution of Illinois.

The large stocks of grain which the public elevator men of Chicago keep in their houses to earn storage charges is a depressing bear influence on the market. It affects every grain grower and country shipper.

A. J. Daugherty of this city approved and voted for it [the warehouse bill] in order to secure for himself the office of revenue collector in this district through the recommendation of Messrs. Armour and Counselman.—Journal, Peoria, Ill.

During the month of March 611,978 bushels of wheat, 2,152,638 bushels of corn, and 613,534 bushels of oats were inspected out at Philadelphia and loaded for export. Considering the light receipts for that month, this is considered a good export business.

The EXCHANGES

After the public elevator men have gained complete control of Chicago's grain trade, what will become of the Board of Trade?

Many of the commission merchants and grain dealers of Cleveland, Ohio, are engaged in an effort to organize a board of trade for mutual benefit.

On March 16 the directors of the Chicago Board of Trade refused to fix a marginal price for May wheat. The testimony taken showed that cash wheat was worth 95 cents to \$1.

The Philadelphia Commercial Exchange recently adopted resolutions urging Congress to support the President in every measure which shall tend to maintain "peace with honor." The declaration was enthusiastically acted upon without a voice of dissent.

William Richardson, representing S. C. Woolman, has been elected to membership in the Philadelphia Commercial Exchange. Though only a young man, Mr. Richardson has quite a following among the trade there as well as in shipping circles in the West.

The grain men and others connected with the Board of Trade at Superior, Wis., have organized a military company to fight against Spain. They should remember that the Spaniards have a longer and more practical experience in fighting bulls than they have.

On March 22 Chas. Knaul, of the firm of Knaul & Holt, started the collection of a cash subscription from the grain men on the Cincinnati Chamber of Commerce to purchase a carload of corn meal to be sent immediately for the relief of the needy Cubans. The amount necessary was promptly raised.

We are indebted to R. C. Grier, secretary of the Peoria Board of Trade, for a copy of the twenty-eighth annual report of that organization for the year 1897. The list of members shows a total of 100. The report contains much valuable statistical information of the grain and other trade, not only of Peoria and Illinois, but of the United States also.

The annual sale of flour and grain tables on the floor of the Baltimore Corn and Flour Exchange took place April 5. The grain tables rent for \$6, \$7 or \$8, according to size and location. The flour tables rent at \$1 per section. However, they are auctioned off, and the majority of them usually command a fair premium. The prices obtained for choice of tables this year were somewhat in advance of last year.

The councils of the Board of Trade and Grain Exchange of Winnipeg, Man., held a joint meeting one day last month to consider the proposition of Mr. Bawlf to provide improved accommodations for the two associations in a large building which he proposes to erect on a site adjoining the present Grain Exchange building. The council of the Board accepted the proposition, subject to the Grain Exchange taking the same course.

There are members of the Peoria Board of Trade who are bitter in their denunciation of the elevator bill, but inasmuch as that body saw fit to keep still and did not protest the passage of the enactment when it was in hands in the Legislature, inasmuch as some of the prominent members encouraged the Peoria Legislator to make a trade by voting for it, there is little room for consistent complaint, although in its effects there is no doubt that the new law is a serious handicap on Peoria business.—Journal, Peoria, Ill.

At the annual election of the Milwaukee Chamber of Commerce held April 4, the following officers were elected: President, David Vance; vice-presidents, C. M. Cottrill, James A. Bryden; secretary and treasurer, W. J. Langson; directors, C. A. Chapin, A. Flertzheim, W. M. Bell; Board of Arbitration, S. H. Seamans, S. G. Courteen, Geo. W. Goes, Geo. H. D. Johnson, P. C. Kamm; Board of Appeals, C. F. Hsley, Oscar Mohr, John Foley Jr., James McAlpine, C. P. Jones; grain inspector, F. D. Hinkley; weigher, Frank F. Clapp.

After considerable time spent with the Agricultural Committee of the Ohio Legislature, the special legislative committee of the Toledo Produce Exchange returned home early last month thoroughly satisfied that the obnoxious Snyder bill would never get beyond the hands of the committee. It appears, however, that the author of the bill found some means of bringing it into prominence again later in the month, and the Toledo committee, composed of F. N. Quale, D. B. Smith and E. B. Southworth, as well as committees from other exchanges, went to Columbus to unite in an effort to defeat the enactment of this bill for the regulation of the grain trade in

Ohio. Their labor in this direction will doubtless be successful in the end.

It is reported that steps are being taken to establish a corn option market in Duluth, and, perhaps, oat options also. During the past winter Duluth received 3,100,000 bushels of corn, most of which was No. 3 yellow. This would probably be made the contract grade, as Duluth territory is a No. 3 yellow region, and that grade also forms a considerable percentage of the corn sold in the East.

PRESS COMMENT

STEEL WILL DISPLACE WOOD.

The displacing of wood by steel in the construction of grain elevators is likely to grow in favor, as the merits of the steel structure are more widely known.—Age of Steel.

A FRAUDULENT MONOPOLY.

If the warehouse act has been perverted so that it is used to enforce a fraudulent monopoly of the grain trade it is the worst miscarriage of anti-monopoly legislation that ever occurred.—Chronicle, Chicago.

WHEAT FROM HIDDEN CORNERS.

Wheat is going out at a rapid rate, but the cleaners or private warehousemen are shooting it out of hidden corners, and the reduction of contract wheat is not as large as one would suppose.—Chicago Trade Bulletin.

UNIFORM CLASSIFICATION NECESSARY.

The conviction among the traffic officials of the country is not only that a uniform classification is necessary, but that the Interstate Commerce Commission or some other government authority must be charged with the duty of its issue.—Railway Review.

PUTS AND CALLS.

"Puts" and "calls" unquestionably form the very essence of gambling, and should be looked upon as only so many "toss up" transactions on the Chicago and other Boards of Trade on this Continent. There is a wide difference between legitimate speculation and simple bets or wagers.—Trade Bulletin, Montreal.

INCREASE IN CORN EXPORTS.

The important thing for the farmers is that in ten years with no systematic effort exports of corn have increased nearly five fold. If the "American Maize Propaganda" can keep up this rate of increase its service to American farmers will be estimated in billions of dollars.—Capital, Topeka, Kans.

CHANCES IN HOLDING WHEAT.

There are more chances of loss than gain ordinarily for the interior speculator who holds his wheat during the fall and winter when a good margin of profit is obtainable to realize upon a prospective rise. Besides, about an equal prospect of a decline, the cost of storage, interest charges and many other factors make this so.—West Coast Trade.

FUTURES LOWER THAN CASH GRAIN.

This season futures are selling lower than cash grain, especially in the line of wheat. The result of this is to move on to consumptive destination, the grain, as rapidly as possible, after it comes to market. Speculation is completely upset by this turn of affairs, and methods are reverting more to the old style of handling grain without hedges.—Minneapolis Market Record.

CORN FOR THOSE WHO CANNOT AFFORD WHEAT.

There is reason to believe that corn's introduction in the countries of Europe will be of immense benefit to the producers and to the people of those countries. Many of them cannot afford to buy good wheat flour to meet all their wants, but they could afford to buy the wholesome corn meal. To those in particular the corn propaganda should prove a blessing.—Dispatch, Pittsburg, Pa.

EXCHANGES AND MONOPOLY OF TRADE.

Besides the creation of fictitious prices, some of these Western exchanges go to still greater lengths; they, by their monopoly of trade in their particular business, actually prohibit, in one way or another, any purchases or sales not passing through their hands. This conduct has so aroused the ire of sufferers that the Federal Courts are taking sides with the complainants, and with so much vigor and earnestness that every exchange in the country

is being threatened with serious trouble—if no worse.—Item, Philadelphia.

MUST BE RID OF CORNERS.

Some remedial legislation must be enacted sooner or later that will forever rid us of the curse of cliques and corners. The common footpad is honest compared to the man who, already possessed of more than his own share of this world's goods, seeks to create a situation that brings ruin and disaster on his fellowmen.—Farmers' Tribune.

INCREASE IN CORN EXPORTS WILL DECREASE WHEAT EXPORTS.

Every extra bushel of corn shipped abroad for food cuts down to that extent the demand for American wheat and flour. Whether it is more advantageous to sell corn than wheat is the question. It will simply result in cutting off the demand for wheat and flour, and substituting a demand for corn if the corn enthusiasts are successful in accomplishing their aims.—Michigan Farmer.

PERSONAL

John M. White has removed from Shawneetown to Springerton, Ill.

Ole Thomasgaard is in charge of W. W. Cargill Co.'s new elevator at Eleva, Wis.

Lon Coon will manage Coon Bros' elevator at Saybrook, Ill., when it is completed.

Fred Rudy has sold his interest in the West End Elevator at Paris, Ill., to his brother Frank.

Asa Smith has moved, with his family, from Morton to Lilly, Ill., where he is engaging in the grain and lumber business.

C. J. Anderson has moved his family from Williams to Webster City, Iowa, where he expects to engage in the grain business.

J. B. Walker, of the feed and grain firm of J. Walker & Co. at Pittsburg, Pa., has gone to Alaska, where he expects to prospect for at least 18 months.

D. H. White, who has been connected with Hancock & Co. at Philadelphia for a long time, will go to Buffalo, N. Y., as manager of the Coatsworth Elevator which his firm has leased.

Frank H. Tanner, vice-president and treasurer of the Northwestern Elevator & Mill Co., Toledo, Ohio, is a candidate for nomination for the office of police commissioner in that city.

Henry Spillman of Columbia, Ohio, a former grain merchant, and well known on the Cincinnati Exchange, has been promoted from bond clerk to cashier in the United States customs office at Cincinnati.

John F. Howard, with the Calumet Grain & Elevator Co. of Chicago, returned from Texas, where he passed the winter, March 30. He is now on the road renewing his acquaintance with the Calumet company's many friends throughout Illinois.

Rupert E. J. Smith, of James P. Smith & Co. of Chicago, Ill., recently returned from a two months' trip to Mexico. He reports business in a prosperous condition in that country, with the price of corn (in gold) about double what it is in this country.

Frank Moore, Frank King and D. D. Allerton, foremen in the Erie Elevators at Jersey City, N. J., have been receiving threatening letters through the mail. Two of the workmen were apprehended and made a confession. They were arrested and will be tried before a United States Commissioner.

Country grain shippers should weigh their grain carefully and cooper well their cars.

In the distribution of cars to shippers, carriers should be required to supply first the wants of those shippers who have grain in sight and ready to load into cars.

Mr. Greeley's paper in this number on Public Elevator Men as Grain Dealers, should be perused by every regular country shipper and explained to the editor of the local newspaper.

There was inspected and graded on track at Philadelphia during the month of March, 354 cars of wheat, and 3,114 cars of corn, against 560 cars of wheat and 3,559 cars of corn in February.

Unless the Illinois warehouse law permitting public elevator men to deal in grain stored in their houses is soon repealed Chicago will have a trust more powerful than the standard oil octopus.

The Louisville & Nashville Railroad has established what may be denominated a literary bureau, which has for its object the defeat of the amendments to the act to regulate commerce suggested by the Interstate Commerce Commissioners.

Items from Abroad

During February, Germany imported 1,984,000 bushels of wheat and exported 712,000 bushels.

The exports of flaxseed from the Argentine Republic during 1897 were 167,852 tons, against 224,356 tons in 1896.

During January the Argentine Republic exported 29,394 tons of flaxseed, against 36,598 tons in January, 1897.

The French duty on wheat is \$1.35 per 220.46 pounds, gross weight. On oats, rye and corn it is 57.9 cents, and on buckwheat 48 cents.

Germany places a duty of 83 cents per 220.46 pounds on wheat and rye, net weight; 66 cents on oats, 47 cents on buckwheat, and 38 cents on corn.

From Aug. 1, 1897, to Jan. 31, 1898, Spain imported 988,000 bushels of wheat, against 3,969,600 bushels for a like period of the previous year.

Austria has an import duty on corn and buckwheat of 24 cents per 220.46 pounds, 37 cents on oats, and 72 cents on wheat and rye, for the same amount.

A recent cablegram from Lisbon, Portugal, states that the government has authorized the importation of 60,000,000 kilograms of wheat equal to about 2,204,600 bushels.

Spain recently reduced the duty on wheat from \$1.95 per 220.46 pounds, to \$1.15, to remain in force as long as the price of wheat in Castilian markets exceeds \$5.23 per 220.46 pounds.

Although there is a very large harvest of corn, we hear from many parts, especially the west of Santa Fe, that very large quantities have suffered such considerable damage from the late rains as to render it unfit for export.—Review of the River Platte, Buenos Ayres, Feb. 26.

Belgium imported during the month of February 1,440,000 bushels of wheat and exported 512,000 bushels. The net importation of wheat and flour figured as wheat, for the 7 months ending February, 1898, was 17,348,000, against 19,288,000 bushels for a corresponding period of the previous season.

Consul-General Hurst, under date of Vienna, March 18, says: "It is stated by the local press that the Hungarian state stations for the inspection of seeds have already been directed by the Hungarian Ministry of Agriculture not to affix, in future, the official seal to importations of American clover and alfalfa seed. The omission of this governmental attestation stamps the seed as harmful and unfit for use. It is now feared, in view of the practical exclusion of the seeds in question from Hungary, that steps to the same end will be taken in Austria."

In the government consular report for March appears an article by Consul Johnson, at Amboy, in which he argues that the danger of a surplus of wheat from any of the northerly provinces of Siberia materially affecting the markets of the world is very remote. The wheat now grown there goes to European Russia and fails to supply the demand. The railroads do not go where the most wheat is grown; the freight rates are too high to ship to the frontier, and the surplus of Western Siberia goes only to the rural districts. That part of the country best suited to the production of wheat has long been under cultivation, hence little increase in the surplus can be expected.

ELEVATOR WANTED.

Wanted, to buy for cash a first-class elevator in Central Indiana. State full particulars, and how much grain handled in 1897. Would lease. Address BUSINESS, Box 3, "American Elevator and Grain Trade," Chicago, Ill.

POSITION AS SUPERINTENDENT WANTED.

Position wanted as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address

SUPERINTENDENT OR FOREMAN, Box 3, "American Elevator and Grain Trade," Chicago, Ill.

LOOK HERE!

Mail samples of grain, flour, feed, seeds, etc., to buyers, in our heavy rope mailing envelopes:

250 2-ounce, size 3x5 in., printed, \$2.75.

250 4-ounce, size, 4x6 in., printed, \$3.25.

250 6-ounce, size, 5x7 in., printed, \$3.75.

250 8-ounce, size 5x8 in., printed, \$4.25.

No less than 250 sold. Special price in 1,000 lots. Send postal card for samples. Address

C. L. BAILEY & CO., Chicago, Ill.

MACHINERY SALESMAN WANTED.

Wanted, experienced machinery salesman capable of making elevator plans and specifications. Must be thoroughly posted and possess good mechanical ability; also capable of selling general mill, elevator, and steam supplies. A party now holding similar position preferred. State experience, salary, references, etc. Correspondence confidential. Address

MANUFACTURERS, Box 4, care "American Elevator and Grain Trade," Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

MACHINERY FOR 75-BARREL ROLLER MILL.

We will sell all the machinery for a complete 75-barrel roller mill at a great sacrifice. Send at once for a complete description and price. It will pay you to investigate this bargain. The machinery must be sold. Everything in first-class order and giving perfect satisfaction. Address

C. C. ALDRICH & SON McLean, Ill.

ELEVATORS FOR SALE.

For sale, a line of six elevators on the Republican Valley Branch of the U. P. R. R. extending south from Lincoln, Nebr., through an excellent grain-producing region. Will be sold together or separately, as desired. In good repair and fine working order. Will be sold on easy terms. Apply to

E. P. BACON & CO., Milwaukee, Wis.

ELEVATOR FOR SALE.

Located at Howard, S. Dak., on the main line of the Southern Minnesota Division of the C. M. & St. P. Ry. in a fine grain producing territory. Elevator is well built and in good repair. Has a capacity of 18,000 bushels; feed grinder; 20-horse power gasoline engine, and wagon dump. Price low, and terms to suit. Apply to

E. P. BACON & CO., Milwaukee, Wis.

IDAHO ELEVATOR.

For sale, elevator situated at Idaho Falls, Bingham County, Idaho, on the line of the Utah Northern Railway, in the center of the greatest grain region of Idaho and the Northwest. Fully equipped with machinery, and in complete order. Cost \$13,000. Will be sold at a sacrifice. Full particulars and reasons for selling given on application. Address

C. E. THUM, Receiver, Blackfoot, Idaho.

WEBSTER BELT CONVEYOR.

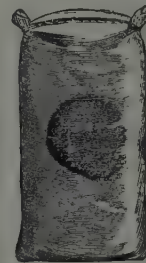
For sale, cheap, one Webster 24-inch Belt Conveyor, 120 feet, complete with automatic trip; adapted for handling grain and all other dry materials. For full particulars address

J., Box 11, care "American Elevator and Grain Trade," Chicago, Ill.

ILLINOIS ELEVATOR AND MILL.

Will sell, rent or exchange for a good farm my mill and elevator, doing a good business, and located in fine agricultural country in Central Illinois. Will give easy terms. Reason for selling, old age. Address

M. & E., Box 2, "American Elevator and Grain Trade," Chicago, Ill.



GRAIN BAGS—BURLAPS.

All kinds of Bags,
New and Second Hand.

ORDERS FILLED PROMPTLY.

W. J. JOHNSTON,

Factory and Office,
182 Jackson Street, CHICAGO.

ROOFING AND SIDING.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

Write us for Catalogue and
Low Prices on best

STEEL ROOFING, CORRUGATED IRON, ETC.

We are large manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,

611 So. Morgan St., Chicago, Ill.,
and Niles, Ohio.

Locations for Industries.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the Company's lines.

The Company has all its territory districted in relation to resources, adaptability and advantages for manufacturing, and seeks to secure manufacturing plants and industries where the command or raw material, markets and surroundings will insure their permanent success.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

The Chicago, Milwaukee & St. Paul Railway Company owns 6,168 miles of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the Company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle.

A number of new factories and industries have been induced to locate—largely through the instrumentality of this Company—at points along its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

LUIS JACKSON,

Industrial Commissioner, C. M. & St. P. Ry.,
435 Old Colony Building, CHICAGO, ILL.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

LEASE OF ELEVATOR WANTED.

Wanted, to rent, with privilege of buying, a first-class country grain business, or will build an elevator if conditions warrant. Address

LOCK BOX 486, Somonauk, Ill.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

B. WARREN.

B. WARREN JR.

WARREN & CO.,
Grain Commission Merchants,

ROOMS 7 AND 9 CHAMBER OF COMMERCE,

Peoria, Ill.

ARMOUR & CO.,205 LA SALLE STREET,
CHICAGO.

GRAIN BUYERS AND DEALERS.

DANIEL P. BYRNE & CO.

SUCCESSORS TO

Redmond Cleary Commission Co.

Established 1854.

Incorporated 1887.

Grain, Hay and Seeds,

Chamber of Commerce, ST. LOUIS, MO.

EDWARD P. MERRILL,

Millers' Agent.

Flour, Grain and Mill Feed.

OFFICE:

2 1-2 Union Wharf, PORTLAND, MAINE.

No consignments wanted.
Letters Promptly Answered.

I want a good Corn Account.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

J. F. ZAHM & CO.,

GRAIN AND SEEDS,

TOLEDO, OHIO.

SEND FOR OUR RED LETTER. . .

**F. H. PEAVEY & CO.,**

GRAIN RECEIVERS.

Minneapolis,

Minn.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

M. F. BARINGER

...SUCCESSOR TO...

J. R. TOMLINSON & CO.

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

E. F. CATLIN & CO.,

COMMISSION,

Grain, Hay and Seeds,

309 CHAMBER OF COMMERCE,

ST. LOUIS.

Reference: St. Louis National Bank.

COMMISSION CARDS.

ESTABLISHED 1865.

L. EVERINGHAM & Co.,

Commission Merchants.

ORDERS AND CONSIGNMENTS SOLICITED.

GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

Suite 80 Board of Trade, - - CHICAGO, ILL.

ESTABLISHED 1867.

Reference: DUQUESNE NAT. BANK.

Daniel McCaffrey's Sons,
HAY, GRAIN AND FEED.

CONSIGNMENTS SOLICITED.

PITTSBURG, PA.

A. G. TYNG, JR.

D. D. HALL.

TYNG, HALL & CO.,

Grain and Commission Merchants

ROOMS 33 AND 35 CHAMBER OF COMMERCE,

Peoria, Illinois.

Members Chicago Board of Trade.

JAMES P. SMITH & CO.,

GRAIN,

417-418 Rialto Building, CHICAGO.

McKNIGHT & CO.,

Grain Commission Merchants,

ROOMS 23-245 DISPATCH BUILDING,
COLUMBUS, OHIO.

CORRESPONDENCE SOLICITED.

L. F. Miller & Sons,

RECEIVERS AND SHIPPERS OF

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

ELEVATOR AND WAREHOUSE, GERMANTOWN JCT., P. R. R.

References: { Manufacturers National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.**E. L. ROGERS & CO.,**ESTABLISHED
1863.COMMISSION
MERCHANTS,

RECEIVERS AND EXPORTERS

GRAIN, Flour, Seed, Hay and Straw,

358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.
Manufacturers National Bank.
Merchants National Bank.**Leavitt, Sanborn & Co.,**704 Chamber
of Commerce,
Boston, Mass.**HAY** COMMISSION

Our market needs the BEST HAY. There is no money to be made in poor goods. Correspondence solicited.

Reference: T. G. Hiler, Cashier the Faneuil Hall National Bank, Boston.

COMMISSION CARDS.

LEMAN BARTLETT.

O. E. BARTLETT

L. Bartlett & Son,

GRAIN AND PRODUCE

COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers

COLLINS & Co.,

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

CINCINNATI, OHIO.**A. R. CLOUGH,**

MILLER'S AGENT,

GRAIN AND MILL FEED,

Board of Trade Rooms, Manchester, N. H.

Letters promptly answered. All sales direct.
I want a good Toledo corn account.**SHIP YOUR GRAIN**
—TO—**P B. & C. C. MILES,**

COMMISSION MERCHANTS,

PEORIA, ILL.

Established 1875.

LIBERAL ADVANCES
QUICK RETURNS.

REFERENCES:—Commercial Nat. Bank, Peoria Savings, Loan & Trust Co., Peoria.

GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct,

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.**E. R. Ulrich & Sons,**

SHIPPERS OF

WESTERN GRAIN,

ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,

SPRINGFIELD, ILLINOIS.

Write for prices delivered. We do not care to make prices south of the Ohio River, on account of the freights.

The
Standard
of all
Transmission
Ropes.



Has been
tested by the
largest users
in the
country.

AJAX runs the longest and largest drive in the world at Pensacola, Florida.

AJAX drives the new mammoth grain elevator in Manchester, Eng.

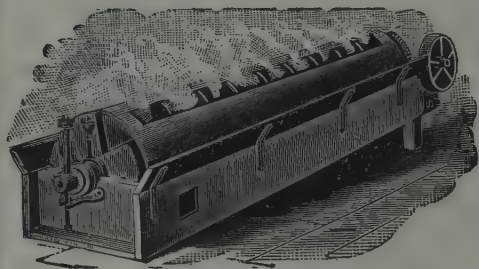
AJAX drives the great machinery of the Illinois Steel Co.

Use Ajax and Run no Risk of Accident.

H. CHANNON CO.,

24 AND 26 MARKET ST., CHICAGO.

DAMP WHEAT can be PUT in CONDITION for
GRINDING or STORAGE



By using our
**STEAM
DRYER,**

Which is also a successful
Wheat Heater or Temperer
or Dryer for Washed
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying
CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,
BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!
Automatic in operation, requiring no attention. Double
the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

THE OLD WAY.



For NEW and BEST Way

ADDRESS
UNION IRON WORKS,

DECATUR, ILL.,

Manufacturers of the CELEBRATED

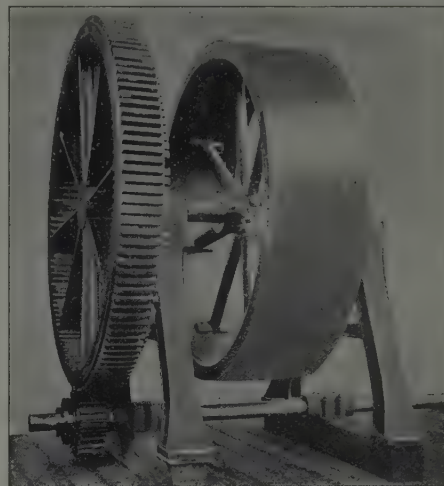
Western Shellers and Cleaners

The "Best in the World."

Elevator Supplies of All Kinds a
Specialty.

We are the Pioneer Elevator Builders of the
West, and claim priority in the building of
Cheap Elevators with Increased Conveniences.
Don't BUILD until you get our Plans and Prices.

Write for Catalogue.



SOUTH CHICAGO ELEVATORS,

93rd STREET AND HARBOR AVENUE,

E. M. ASHLEY, Supt.

CHICAGO, ILL., August 12, 1897.

M. W. MIX, President, Dodge Mfg. Co., Mishawaka, Ind.:

DEAR SIR:—Replying to yours of the 10th in regard to the rubber-covered wood-rim pulleys used in the elevator heads at the Pennsylvania Transfer House, I would say that from my past experience with them, I consider them preferable in all respects to head pulleys built entirely of iron, and I can see no reason why they should not be more durable than the iron pulley. They certainly are not so liable to fractures and I think the rubber cover will last longer. Although I seldom recommend machinery of any kind, you are at liberty to use this if you wish.

Very truly,

E. M. ASHLEY, Superintendent.

DODGE MANUFACTURING COMPANY,

MISHAWAKA, IND.,

Manufacturers of

GRAIN ELEVATOR

MACHINERY AND APPLIANCES.

WRITE FOR OUR LARGE CATALOGUE, "B 6."

McCOY'S NEW Clark and Van Buren Sts., EUROPEAN HOTEL CHICAGO.



FIREPROOF.

One block from C., R. I. & P.
and L. S. & M. S. Railroad
Depots.

Improvements costing \$75,000 have just
been completed, and the house now offers
every convenience to be found in any hotel,
including hot and cold water, electric light
and steam heat in every room. Located in
the heart of the business district, in close
proximity to the department stores, depots
and theaters, and on the elevated loop.

Rates 75 cents a day and upward.

First-class restaurant in connection at
moderate prices.

WM. McCOY,

Owner and Proprietor.

An Offer to Hay and Grain Men

THE AMERICAN ELEVATOR AND
GRAIN TRADE,

\$1.00 per year.

MONTHLY.

THE HAY TRADE JOURNAL AND
DIRECTORY,

\$2.00 per year.

WEEKLY.

BOTH FOR \$2.00.

ADDRESS EITHER

The Hay Trade Journal, OR

Mitchell Bros. Co.,

Canajoharie, N. Y.

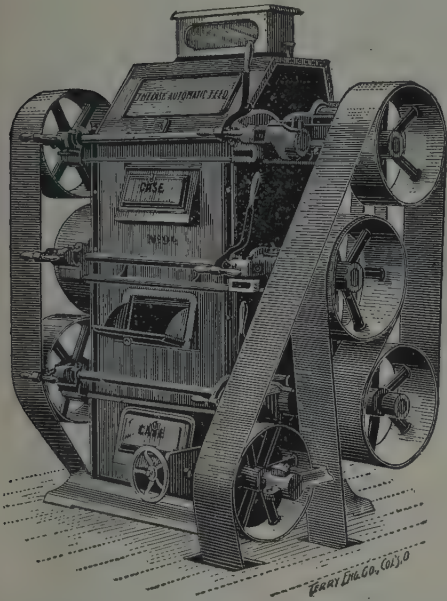
184 and 186 Dearborn St., Chicago, Ill.

It is a Convincing Argument

That a Feed and Meal Mill in connection with an elevator is a paying investment, and if you are considering this matter we would call your attention to

The Case Three-Pair High Mill.

We guarantee them as to result and capacity second to none.



BUTLER, MO., Nov. 30, 1897.
The Case Mfg. Co., Columbus, Ohio.

Dear Sirs:—As it is now some time since we started our new meal plant, and thinking you would like to know whether it is running to our entire satisfaction or not, we will say that it is giving us entire satisfaction in every particular. It takes very little power and is making as fine a quality of meal as can be made.

We gave you contract for our new meal plant without accepting any other bids for the reason that you built for us the best flour mill in the state.

Wishing you success, we are
Yours truly, POWER & BRO.

Write Us for Descriptive
Circulars and Prices.

The Case Manufacturing Co.

MILL BUILDERS AND FURNISHERS OF MILLERS' SUPPLIES,
COLUMBUS, OHIO.

INSURANCE

ON GRAIN ELEVATORS
AND CONTENTS

Is furnished at cost by the
MILLERS' NATIONAL INSURANCE CO.,
of Chicago.

It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

It has been in business 22 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the board rates of stock companies.

Its cash assets, January 1st, amounted to \$622,367; net cash surplus \$444,968.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

Before placing your insurance, write to the Company at No. 205 La Salle Street, Chicago, for a copy of the circular and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to its required standard you cannot afford to insure in any other company.

W. L. BARNUM, Secy.

Trucks and Sack Holders.



Improved Trucks

Combination Truck and Step-Ladder, and Single Trucks, Sack Holders and Stand.

Best Boiler Compound recipe, the right to manufacture and use, with instructions.

Price.....\$1.00
Combination Truck and Step-Ladder and Single Truck for. \$3.00

Prices for larger number given. Write for prices and circulars. Circulars free.

PEERLESS MFG. CO., Springfield, Ohio.

A GRAIN SPOUT

That will load cars without shoveling. It is worth its weight in gold. It will save you in labor all it costs in less than a month.



Send for Prices to

H. SANDMEYER & CO.,
PEORIA, ILL.

THE ROBINSON TELEGRAPHIC CIPHER SAVES 80%

YOUR TELEGRAPH BILL.

IN GENERAL USE BY MILLERS, GRAIN AND PROVISION DEALERS, ETC., ETC.

Revised edition now ready, containing fifteen additional pages, including Quotations, Railroads, Grades of Grain, Mill Feed, Hay, phrases to meet the present demands of the trade; Bids, Acceptances, Billing, Shipping Instructions, Etc.

Price unchanged. Leather and Gilt, \$2.00. Cloth binding, \$1.50.

S. L. ROBINSON, 510 Rialto Building, CHICAGO.

THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.

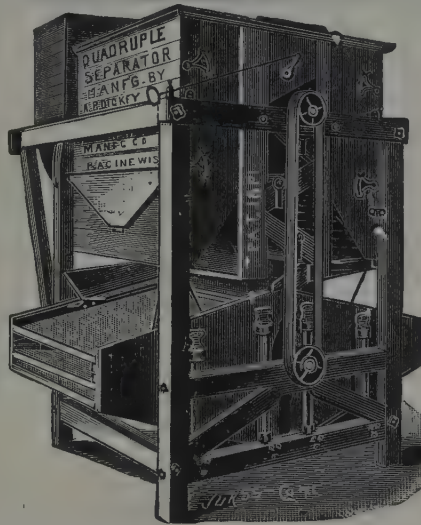
Over-Blast Suction Separator.

THE STANDARD IN THEIR LINE.



"Grain Cleaned to a Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



The Quadruple Suction Dustless Separator, Four separate suctions, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

For CIRCULARS and PRICES address

A. P. Dickey Mfg. Co.
RACINE, WIS.

THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

Now in Successful Operation at Toledo, Ohio.

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

The Smith Pneumatic Transfer & Storage Co.,
1327 Manhattan Building,
315 DEARBORN ST., CHICAGO.

James Stewart & Co.,

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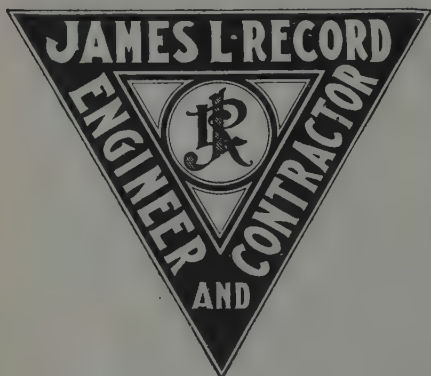
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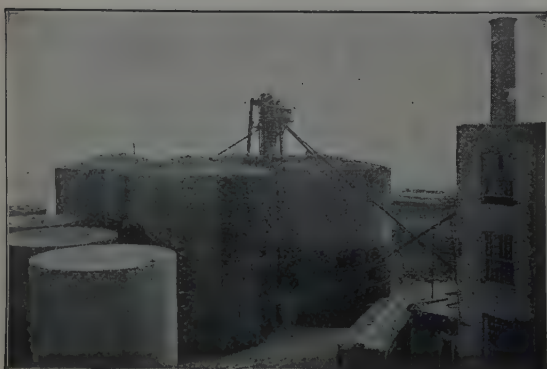
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KIRWAN BROS. GRAIN CO.

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W. L. WOODNUT & CO.

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DECATUR MILLING CO.

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Per B. D. Kennedy.

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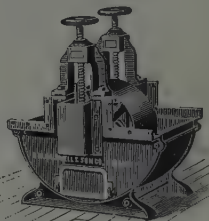
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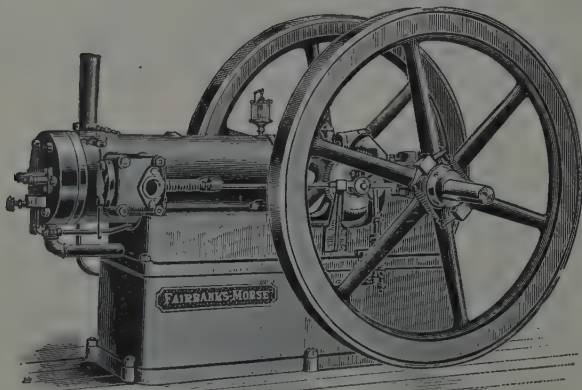
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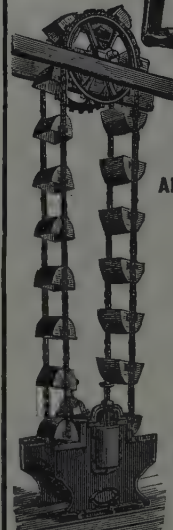
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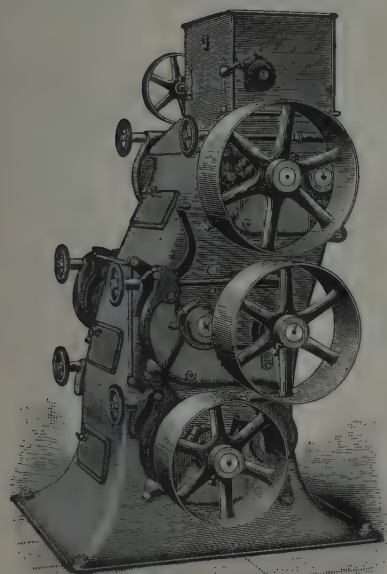
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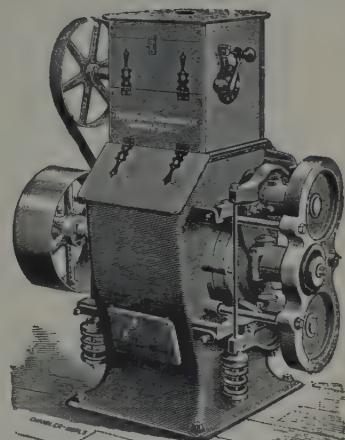


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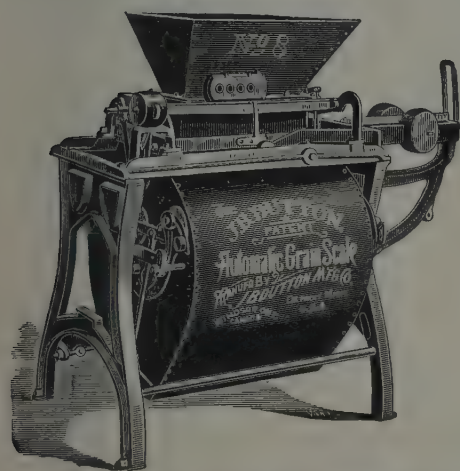
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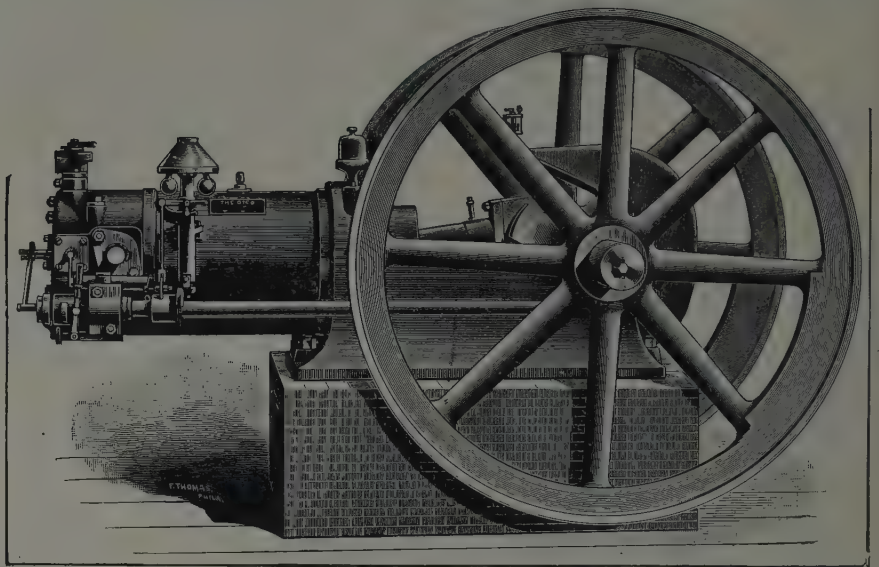
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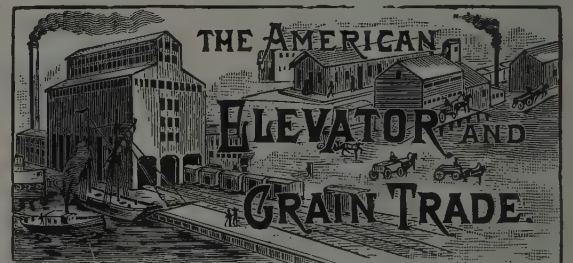
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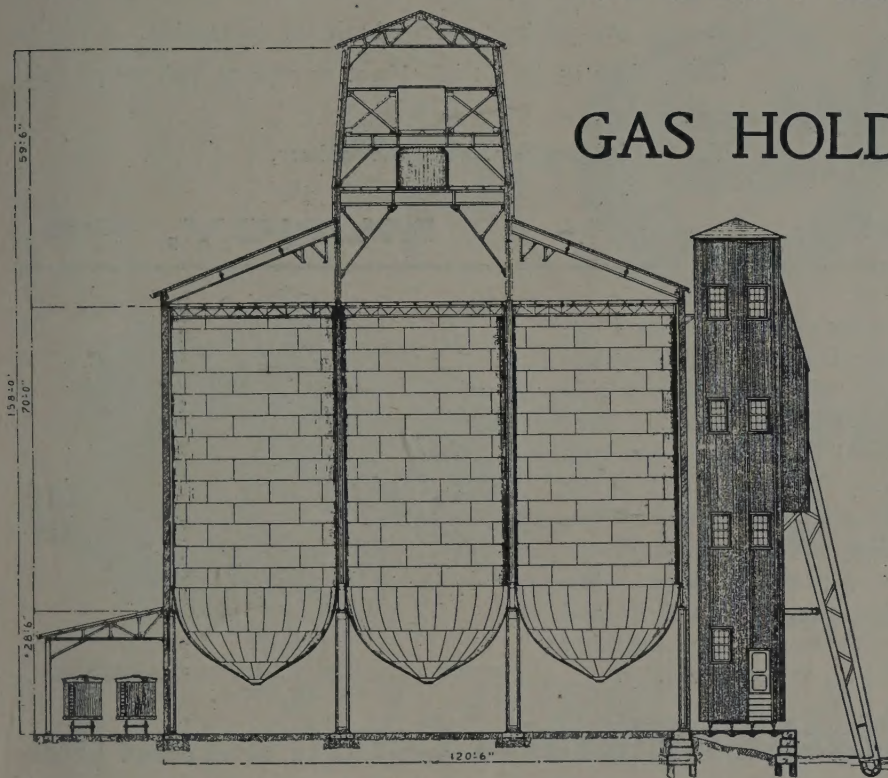
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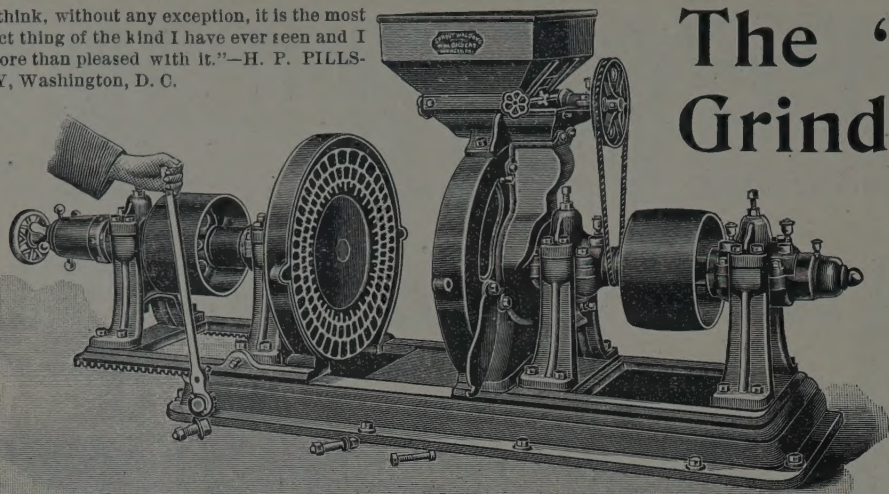
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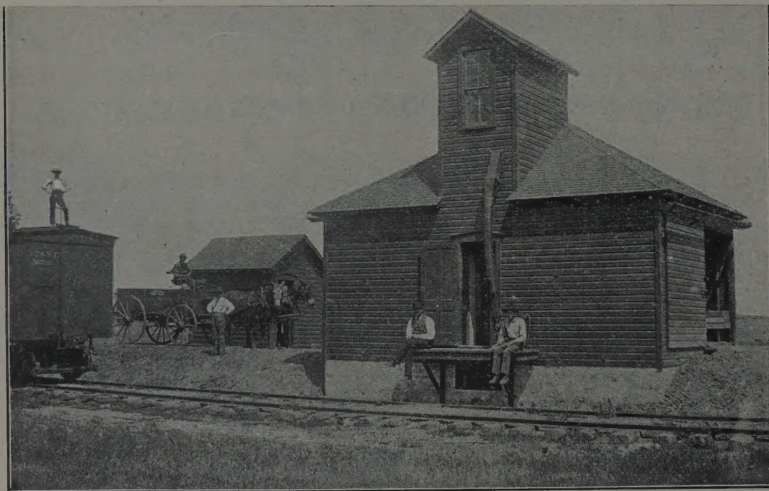
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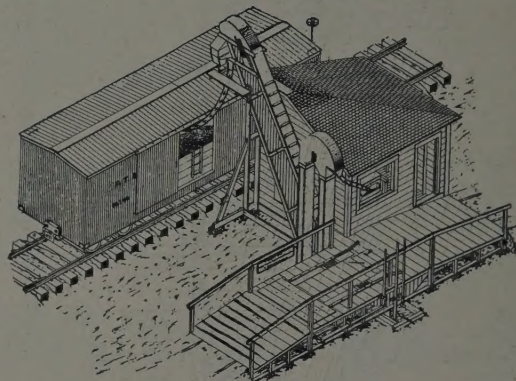
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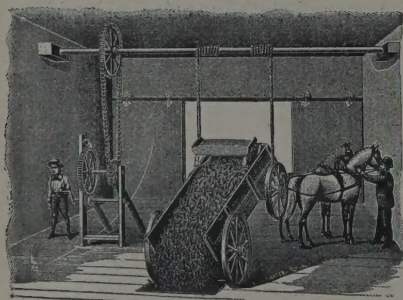


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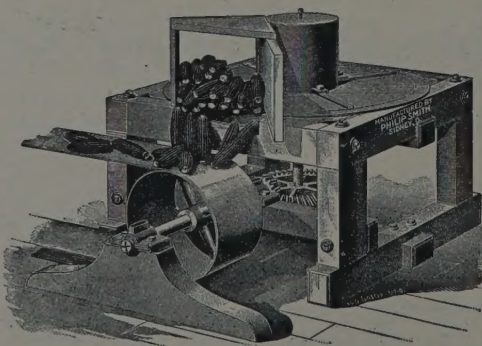


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The Marquis Patent Ear Corn Elevator and Sheller Feeder.

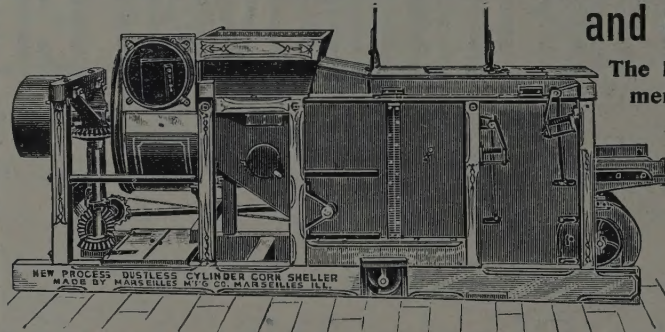
Feeder will feed corn from the dump to the elevator or sheller with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dump now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction. Prices furnished on application.



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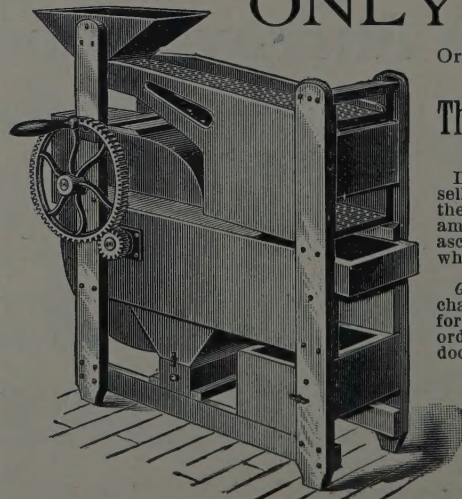
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Sent on trial. Weight, 90 pounds.

Disputes often arise between the buyers and sellers of wheat over the amount of dockage, and the only way to settle such disputes fairly and amicably is to clean a sample of the grain and ascertain the exact proportion of foreign matter which it contains.

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The CLIPPER

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excess dampness dried and ven-
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excess dampness dried and ven-
tilated in 60 minutes.

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OUR apparatus consists of a drying box or bin with alternate grain and air spaces arranged perpendicularly, and a steam coil and fan for driving hot and then cold air through the grain. Must and other odors are almost entirely eliminated by this process. The drier as well as the fan and steam coil are self-contained so that the entire apparatus can easily be set up and connected with a steam plant. We are prepared to furnish driers of 50, 100 and 200 bushels' capacity, and as they can, as a rule, be filled and emptied hourly, their capacity ranges from 1,200 to 4,800 bushels of dry grain in twenty-four hours. Larger driers will be constructed when required. The steam power required is about ten horse to every hundred bushels' capacity.

We will sell the apparatus at the cost of construction and charge a royalty for its operation; or will retain ownership and charge an increased royalty.

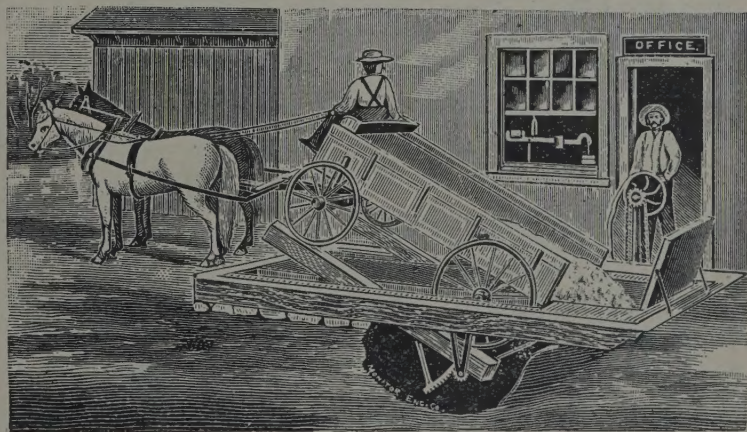
Every country elevator should be equipped with one of these driers so that grain may be sent to market in safe and salable condition.

For terms and further information write

PAINE-ELLIS GRAIN DRIER COMPANY,

28 Chamber of Commerce, Milwaukee, Wis.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

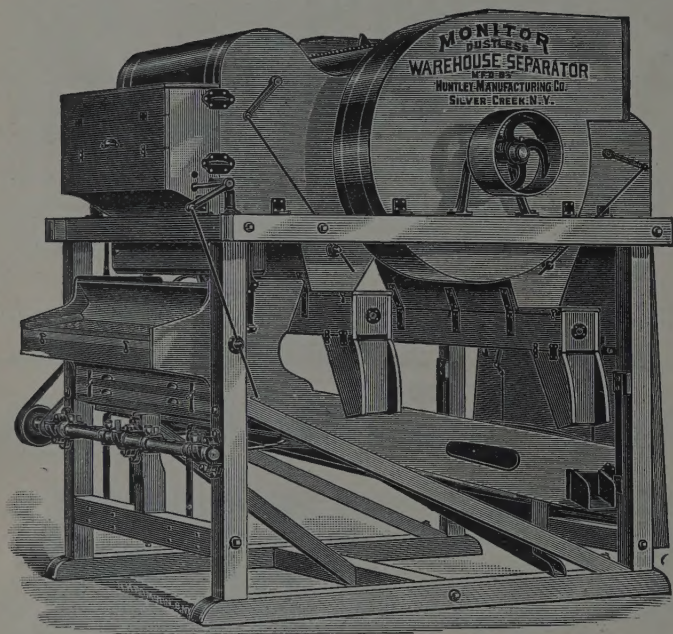
THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

STANDARD THE WORLD OVER.

Monitor Grain Cleaners, Monitor Oat Clippers.

THERE ARE MORE MONITOR MACHINES IN USE, IN THE LEADING MODERN CLEANING ELEVATORS, THAN ALL OTHER MAKES COMBINED.

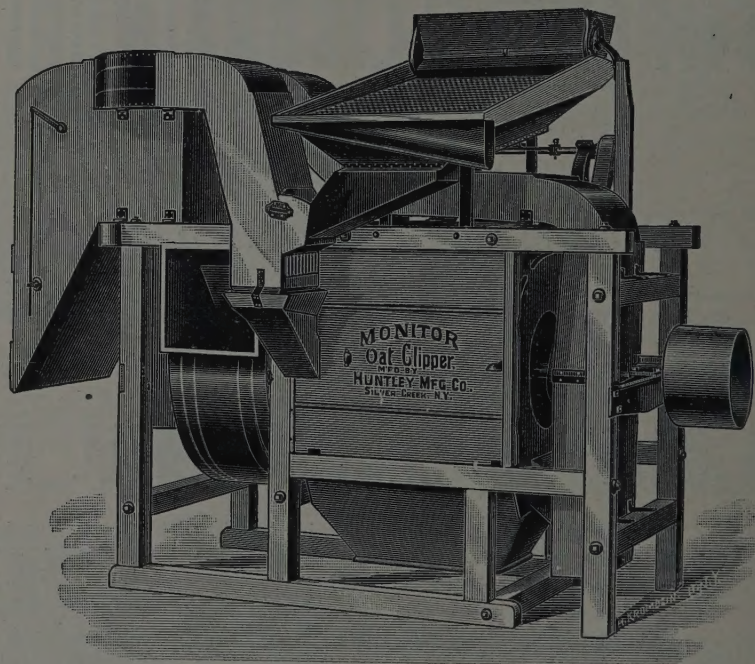


During the last six years all of the leading elevators built in the United States, with but two exceptions, adopted the "Monitor."

COMMENT IS UNNECESSARY.

THE MONITOR OAT CLIPPERS have taken their proper place—at the head.

The best constructed clipper made. More capacity and better work than any other. HIGH GRADE IN EVERY RESPECT.



HUNTLEY MFG. CO.

Silver Creek, N. Y.